MASON'S
O.K. SAUCE
The Cold Meat Specialité
[45

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

The Price of Eye Strain
IS BLURRED AND MISTY READING,
HEADACHES,
AND ILL-HEALTH GENERALLY.
WEAR SUITABLE GLASSES
N. LAZARUS
OPHTHALMIC OPTICIAN,
[95

No. 19,221 號一十百二千九萬一第 日六十月一十年未己 HONGKONG TUESDAY, JANUARY 6TH, 1920. 二拜禮 號六月正年九國民華中 PRICE, $3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net.
In Bags 150 lbs. net
SHEWAN, TOMES & Co.,
General Managers.
48

CONTREXEVILLE

A Natural Mineral Water

Bottled at the "Pavillon" Spring

Contrexeville (Vosges).

CALDBECK,
MACGREGOR & Co.

15, QUEEN'S ROAD CENTRAL.

Telephone No. 75.

[18

CARTRIDGES! CARTRIDGES! CARTRIDGES!

NEWLY ARRIVED.

SPORTING CARTRIDGES, 12, 16 and 20 bore. Loaded with E. C. Powder, a powder which gives universal satisfaction.

THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,
Nos. 5-6, Beaconsfield Arcade.
62

A. LING & CO.
19, QUEEN'S ROAD CENTRAL,
Hongkong.

FURNITURE AND PHOTO GOODS STORE.
GLASS ETCHING, SIGN-BOARD AND MIRROR MAKER.
CANTON MARBLE IN VARIOUS SHADES.
Photographic Goods of Every Description in Stock.
DEVELOPING PRINTING AND ENLARGING UNDERTAKEN.
TELEPHONE 1219.
63

PEAK TRAMWAY COMPANY LIMITED.

TIME-TABLE

WEEK DAYS.

7.00 a.m.	to	8.00 a.m.	every	15 minutes
8.00 "	to	9.30 "	"	10 "
9.30 "	to	11.00 "	"	15 "
11.30 "	to	12.45 p.m.	"	15 "
12.45 p.m.	to	1.15 "	"	10 "
1.15 "	to	1.45 "	"	15 "
1.45 "	to	2.15 "	"	10 "
2.15 "	to	5.00 "	"	15 "
	to	6.00 "	"	10 "

NIGHT CARS.
6.30 p.m., 9.00 p.m., 9.30 p.m.
9.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.

SATURDAYS.
EXTRA CAR—12.00 Midnight.

SUNDAYS.

7.30 a.m.				
8.00 "	to	10.30 a.m.	Every	15 minutes
10.30 "	to	11.00 a.m.	"	15 "
11.30 "	to	12.00 noon	"	15 "
12.00 noon	to	1.00 p.m.	"	10 "
1.00 p.m.	to	5.30 "	"	15 "
5.30 "	to	6.00 "	"	10 "
6.00 "	to	8.30 "	"	15 "
8.30 "	to	9.00 "	"	10 "

NIGHT CARS.
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers
57

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after TUESDAY, SEPTEMBER 16TH, 1919, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 3. A Local. a.m.	No. 5 Through Express. a.m.	No. 7 Local. p.m.	No. 9 Through Slow. p.m.	No. 17 Local. a.m.	No. 15 Through Express. p.m.	No. 17 Local. p.m.	No. 19 Local p.m.	No. 21 Local. p.m.
CANTON (Tai Sha Tau)	dep.		7.30		8.25		2.30			
HUNG HOM	arr.		8.40		11.07		4.55			
	dep.		8.45		11.17		4.55			
Shum Chun	arr.		10.00		2.00		6.40			
	dep.	7.27	10.00	3.30	4.30	11.45	6.45	2.50	5.04	6.11
Sheungshui	dep.	7.38	—	3.40	4.37	11.51	"	3.00	5.16	6.17
Fanling	dep.	7.57	—	3.57	4.49	11.55	"	3.10	5.14	6.21
Taipo Market	dep.	7.40	—	3.52	4.54	12.05	"	3.21	5.34	6.31
Taipo	dep.	7.57	—	4.07	5.00	12.10	"	3.27	5.38	6.36
Shatin	dep.	8.04	—	4.50	5.11	12.22	"	3.40	5.51	6.48
Tsumati	dep.	8.12	—	4.04	5.20	12.30	"	3.55	5.55	7.04
Tsingshui	dep.	8.23	—	4.10	5.26	12.41	"	4.09	6.05	7.05
KOWLOON	arr.	8.35	12.10	4.12	5.39	12.44	7.25	4.02	6.02	7.00

UP TRAINS

Stations		No. 4 Local. a.m.	No. 6 Through Express. a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 12 Local. a.m.	No. 14 Local	No. 16 Local. p.m.	No. 18 Through Express. p.m.	No. 22 Local. p.m.	No. 8 Local. p.m.
Last Ferry leave	H.K.	6.25	7.55	9.05	10.15	11.15	11.45 a.m.	1.05	2.45	4.25	6.05
KOWLOON	dep.	6.45	8.10	9.20	10.33	11.33	12.01 p.m.	1.18	3.00	4.35	6.25
Hunghom	dep.	6.50	—	9.25	10.37	11.37	12.4	1.22	—	4.55	6.19
Tsumati	dep.	6.57	—	9.32	10.43	11.43	12.09	1.28	—	4.51	6.35
Shatin	dep.	7.19	—	9.48	10.55	11.55	12.23	1.40	—	5.14	6.47
Taipo	dep.	7.31	—	10.00	11.08	12.09	12.55	1.53	—	5.27	7.01
Taipo Market	dep.	7.35	—	10.07	11.13	12.13	12.58	1.57	—	5.31	7.05
Fanling	dep.	7.57	—	10.19	11.22	12.22	1.07	2.06	—	5.41	7.15
Sheungshui	dep.	7.41	—	10.23	11.27	12.27	12.20	2.11	—	5.45	7.24
Shum Chun	arr.	7.48	8.50	10.28	11.32	12.32	12.55	2.16	5.30	5.50	7.31
	dep.		8.55	10.50	—	—	—	—	5.35	—	—
SHEK LUNG	arr.	—	10.35	1.12	—	—	—	—	7.15	—	—
	dep.	—	10.40	2.18	—	—	—	—	7.20	—	—
CANTON (Tai Sha Tau)	arr.	—	11.50	3.10	—	—	—	—	8.40	—	—

* Will stop at Taipo and Sheungsaui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

		a.m.	p.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling	dep.	8.50	2.00	3.20	6.00	Shataukok	dep. 7.05	10.30	1.05	5.00
Shataukok	arr.	9.45	12.55	3.15	6.55	Fanling	arr. 8.00	11.15	2.00	5.55

H. P. WINSLOW, Manager.
43

MITSUBISHI ZOSEN KAISHA, LTD.

(EX MITSUBISHI DOCKYARD & ENGINE WORKS).

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers; Manufacturers of Contradic Condensers, Special Manganese Bronze Castings; Parson's Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI WORKS.

TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1.	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet.	340 feet.	714 feet.
Width of Entrance on bottom	77 "	53 "	83 "
Water on Blocks at Spring Tide	26 "	24 "	34 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Gliant Crane

KOBE WORKS.

TELEGRAPHIC ADDRESS:—"DOCK," KOBE.
FLOATING DOCKS.

	No. 1.	No. 2.	No. 3.
Lifting Power	7,700 tons.	12,000 tons.	16,000 tons.
Max. Length of Ship taken	460 feet.	580 feet.	470 feet
Max. Breadth of Ship taken	56 "	66 "	98 "
Max. Draft of Ship taken	22 "	32 "	30 "

Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

HIKOSHIMA WORKS (Near Shimonoseki)

TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.
GRAVING DOCK.

Length on Keel Blocks ... 363 feet 0 inch.
Breadth at Entrance on bottom ... 56 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 3 "
Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Order will be promptly attended to and Estimate sent on application.
[33

KAIPING COAL
FOR ALL
INDUSTRIAL AND HOUSEHOLD PURPOSES
FOUNDRY AND SMELTING COKE
FIREBRICK AND FIRECLAY
FOR ALL INFORMATION APPLY TO
DODWELL & CO., LTD. QUEEN'S BUILDINGS HONGKONG. OR
KAILAN MINING ADMINISTRATION
TIENTSIN, NORTH CHINA.
21

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 9 A.M. (Saturdays at 2 P.M.)
From Macao—Daily at 2 P.M. (Sundays excepted, at 4 P.M.).
Police Permits to leave the Colony are not required.

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.
47

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "SANGOLA" Arrived Hongkong on Dec. 31st, 1919,

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO.,
Agents,
Hongkong, December 31st, 1919. 158

THE P. & O. N. S. Co.'s Steamer S.S. "DUNERA" Arrived Hongkong, 31st December, 1919.

FROM BOMBAY, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignments will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within eight days, including date of arrival, will be subject to rent.

No Fire insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m., on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents,
Hongkong, December 31st, 1919. 160

NOTICE TO CONSIGNEES.

BRITISH INDIA S.N. CO. (APCAR LINE).

"MADRAS"

Arrived Hongkong on January 2nd, 1920.

FROM CALCUTTA, RANGOON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M., on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

MACKINNON, MACKENZIE & CO.,
Agents,
Hongkong, January 3rd, 1920. [176

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer "AGAPENOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Jan. 5th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Jan. 18th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Jan. 26th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 3rd, 1920. [175

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavian, American, Continental, and South African Ports.

THE Homeward Mail Steamer "DUNERA" carrying His Majesty's Mail, will be despatched from this port about JANUARY 13TH, 1920, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 12 Noon the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., Apply to—

MACKINNON, MACKENZIE & Co.,
Agents,
P. & O. S. N. Co
Post Box 112.
22 Des Vœux Road Central.

WANTED.

COMPETENT ASSISTANT BOOK-KEEPER. Apply by letter stating salary required, to—
W. S. BAILEY & CO., LTD.,
Kowloon.
[150

WANTED.

NEAR Happy Valley, BEDROOM with board and attendance for Gentleman. Apply— Box 1743
Care of "Daily Press" Office.
[151

FOR SALE.

"MOUNT GOUGH" No. 131, THE PEAK. 6-Roomed House with Large Garden
Apply—
LOXLEY & CO.,
York Buildings.
115

PALACE HOTEL, KOWLOON
Corner of Haiphong & Hankow Roads
Tel. No. 3. Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS.
TERMS MODERATE.

Special Arrangement for families on Application to—
J. H. OXBERRY,
Proprietor.
77

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL
HOTEL MANSIONS.
THE REPULSE BAY HOTEL

J. H. TAGGART
Manager.
13

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone No. 372.
Tel. Address: "VICTORIA."
J. WITCHELL,
Manager
17

THE PEAK HOTEL.

1,500 feet above sea level.

15 minutes from landing stage.

Under the Management of
MRS. BLAIR.
42

THE VICTORIA HOTEL, CANTON.

Situated on the British Concession, Shameen.
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
Under the personal Management of
WM. FARMER.....Proprietor.
59

MITSUBISHI SHOJI KAISHA, LTD.
(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND EXPORTS.

Sole Proprietors of TAKASHIMA, OCHI, MUTAHE, KISHIDAKE, YOSHINOTANI, HOJO, NAMAZUTA, SAYO, SHINNEW KANADA, KAMIYAMADA, HIBAI OYUBARI Coal Mines.

Agents for BAKITO Coal.

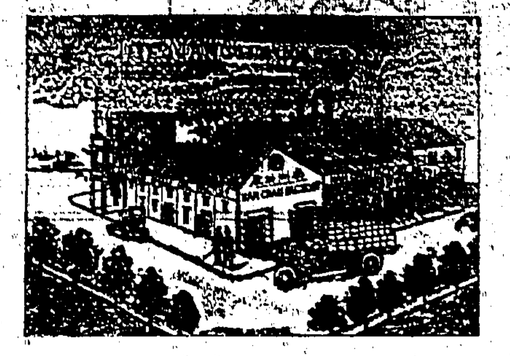
HEAD OFFICE:—TOKYO.

Branches and Representatives:
NAGASAKI, KARATSU, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOCK, PEKING, TIENTSIN, DAIREN, TSINANFU, HANKOW, SHANGHAI, TAIPEH, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON and NEW-YORK.

Cable Address:—
HONGKONG, "IWASAKI".
HAIPHONG, CANTON, "IWASAKISHAI."
Codes:—A1, A.B.C. 5th Ed., Western Union and Bentley's.

Agency for:—THE OSAKA MARINE AND FIRE INSURANCE CO. LTD., Osaka.

For particulars apply to—
S. SAYEKI, Manager,
14 Goddes Street Hongkong.



IMPORTANT NOTICE.

In Manufactures the most Important Point is Improvement, and in Dietetics Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil, can be used as a substitute for Olive Oil, Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against: Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and Compares most favourably with other Oils used for Culinary purposes; there is no residue.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

Foreign Correspondence wanted. Capacity per day 20 tons.

NAM CHAU OIL FACTORY,

Office:—No. 227, Queen's Road Central, HONGKONG, Tel. 1203.
Factory:—No. 26, Kwei Lin Street, SAMSHUIPO.

Th S Proprietorship of this concern belongs entirely to a Chinese Citizen. 98

Special line of DRESSING GOWNS



Made of a soft Fleecy wool, light in weight, warm and cut on lines to ensure every comfort in wear.

Slippers to match

$19.50 each

MACKINTOSH

& CO., LTD.,

Men's Wear Specialists,

16, DES VŒUX ROAD. Telephone 29. 39

FOR CIGARS SMOKE "EL PALACIO" & "IMPERIO DEL MUNDO"

known for their flavour and aroma, connoisseurs have found them so.

JUST RECEIVED

Fresh consignments of Egyptian Cigarettes Theodoro Valfiadis & Coy's.

Extra Fine, Crown Prince, Non Plus Ultra, Kitchener, La France, Albion, Ghazee, Dames Superfine.

M. Melachrino & Coy's.

No. 4 & No. 8

THE HONGKONG CIGAR STORE CO., LTD.

Hotel Mansions. 90

IF YOU ARE A HAMMOND USER

you need not buy a new typewriter when the type get worn; new sets of type are inexpensive, and can be put on in 30 seconds.

Two sets of type are provided with each machine, others to any quantity may be purchased separately.

Simply by turning a wheel, you may change from English to Russian, from Gothic type to Copperplate, or a whole variety of others. There are over 300 varieties of type produced for use on the Hammond typewriter. All or any may be used by any one machine.

This is but one of the many unique features of the HAMMOND TYPEWRITER let us demonstrate to you its further advantages.

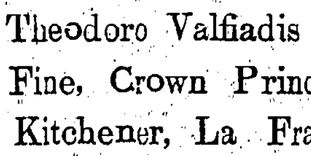
Messrs. BREWER & CO.,
(Sole Agents: Hongkong).

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TO MAKE A DAINTY MEAL.

Buy "ROOSTER BRAND" Macaroni, Vermicelli, Egg-Noodles, Paste Stars and other kinds of Soup Stuffs from us. All our Paste Products, made in a new, well-went flated and modern style Factory, are pure, wholesome and of excellent quality. Obtainable from all our Agents everywhere.

Samples and Price List will be given, free of charge, on application to our Head Office.



THE HING WAH PASTE MFG. CO., LTD.

HEAD OFFICE: Nos. 47 & 48, Connaught Road Central, Hongkong, Tel. No. 2220
BRANCH OFFICE: Nos. 430 and 431, Nanking Road, Shanghai, China. 69

CAUSES FOR ANXIETY.

TERRIBLE INCREASE IN DIVORCE.

The Rev. H. Copley Moyle, who preached the sermon at the morning service on Sunday at St. John's Cathedral, took as his text (St. Mathew ch. 6, 34th v.) "Be not anxious for the morrow." He said: That is a message which we may well take as our New Year's motto. It is a message from our Lord Himself. "Be not anxious for the morrow." Be not anxious for the coming year. The God who has guided and helped us in the past will still be with us if we seek Him. "Be not anxious."

As we look out at the world to-day, there seem to be many causes for anxiety. We certainly have not arrived at the regeneration of the world which some people hoped for as a result of the War. Indeed so far is the world from being regenerated that there seems to have been a terrible reaction from the unselfish heroism called forth by the War, and there has been manifested in all parts of the world the spirit of rampant selfishness and extravagant self-indulgence. More than a year has passed since the day when the Armistice put an end to the slaughter of our best and bravest men, and the condition of the world seems as bad as ever. We thank God for the restored peace which the past year has brought. But let us remember that our country is not yet at peace.

We are still at war with Turkey as the peace treaty with that couuntry has not been concluded. And we are bound as Christians to be deeply interested in that treaty. Constantinople is a city whose history is bound up with the history of Christianity. Of the six great councils of the Universal Church no less than three were held in Constantinople. The great Cathedral of St. Sophia was built for Christian worship and its whole structure and ornamentation proclaim that it was never intended for a Mohammedan mosque. And no treaty of peace with Turkey will be satisfactory unless St. Sophia is restored to the Christian Church. It is not a sacred city for the Mohammedans and their religion is no more bound up with the retention of Constantinople than Christianity is dependent on the temporal power of the papacy.

There is a peculiar type of Christian who is so anxious to be thought broad-minded that he is always ready to sacrifice Christian sentiment and interest to that of any other religion, and such a person is ready to proclaim the affront to Mohammedanism that would be given by the restoration of St. Sophia to Christian worship. But those who are best informed are persuaded that to leave the great church of St. Sophia under the rule of Mohammedanism would not only be a treachery to our religion but would be regarded by the Mohammedans as a sign of weakness. We may hope and we ought to pray that the statesmen of our own and the Allied countries will have the courage to take a bold stand in this matter.

As we look at the state of our country to-day we may see a cause for profound uneasiness in the apparent weakening of the regard for the sacredness of marriage and the terrible increase in divorce. It is true that for the present the attempt to extend the causes for which divorce may be granted has failed, but though the grounds have not been extended the number of divorces has very largely increased. It was announced at the beginning of last November that there were to be no fewer than four Divorce Courts at work, all taking undefended cases, and it was expected that each court would deal with more than thirty cases a day for five days a week, that is 600 cases a week. The Lord Chief Justice of England recently, in summing up in a case heard before him, said that there seemed to be less regard for the sanctity of the marriage vow than was attributed to it by himself and some old fashioned people. No serious student of the philosophy of history, whatever may be his religious belief, can view without grave misgiving the growth of divorce in England, for history teaches us that where family life is broken up, there the foundations of the State are undermined, and the ruin of the nation is but a matter of time.

But we who are Christians are bound to view this matter from the Christian standpoint. Our Lord in the matter of marriage was not content to lay down a great principle, as was His custom, but He clearly enacted the Christian law of marriage. "For this cause shall a man leave his father and mother, and shall cleave to his wife; and the twain shall become one flesh. So that they are no more twain but one flesh. What therefore God hath joined together, let not man put asunder."

Divorce was very common and very easy amongst the Jews in Christ's time. In fact with them the marriage tie was so easily broken that it had become a cause for the heathen reproaching the Jews, and the Rabbis had often said that the great facility of divorce amongst the Jews was a special favour granted to them by Jehovah. Christ took the highest view of marriage as a condition which only death could annul. And as Christianity grew and spread amongst the nations of the world the Christian idea of marriage as a life-long union of one man with one woman became the prevailing idea of marriage amongst all nations that possessed a Christian civilization. Amongst many rude and uncivilised people we find that divorce is easy and common. In Tahiti, for instance, to give only one example, the marriage tie was dissolved whenever either of the parties desired it. When we read or hear of people advocating greater facility of divorce as if it were a progressive step in the evolution of the race we ought to expose the fallacy of such an idea, and be ready to show that so far from facility of divorce being a sign of progress, it is a characteristic of barbarous and uncivilised peoples. Or of nations whose moral fibre has been sapped by luxury and self-indulgence. No nation that sets God's law at defiance can expect permanently to enjoy God's blessing, and if the future shows the same increase of divorce in England that the last few years have witnessed, the future of our country is black indeed. We are bound to set ourselves to elevate and purify the idea of marriage. The Christian law of marriage is a high and difficult one and it requires the grace of God to enable men and women to keep it.

Another cause for disquiet is found in the industrial condition of our country. The sweet reasonableness and brotherly feeling, which many hoped might be the result of the unity of spirit fostered by the common dangers and hardships of the war, have not been seen in the industrial life of our country. As long as the selfish interest of the individual, whether capitalist or labourer, is put before the welfare of the community as a whole, so long the industrial condition of the country is on a wrong and an un-Christian basis, and the result will be continual strife. The industrial conditions in England before the War were a disgrace to our civilization. The distribution of the products of industry which allowed half the income of the country to be enjoyed by five million people, while the other half had to be divided amongst 38 million people, was clearly wrong, as it left many without an adequate living wage.

We may be thankful that the conscience of the country is at last awakening to the need of a thorough change in the conditions of life and labour, and Christians ought to take the lead in all matters of social reform. We need the independent spirit that will think and act on right principles whether those principles are popular or not. We are apt to do what others do without ever pausing to think out the principles on which we act. In America there is a species of caterpillar, known as the army caterpillar because it marches in dense thousands apparently under some leadership which all obey. But when a scientific entomologist named Fabre investigated the subject he discovered that there was no real leadership, but that each caterpillar simply keeps in touch with the one in front of it and follows on, and by getting the front rank in touch with the rear rank he got them to march round and round in a circle hopelessly and aimlessly. How many men and women are just like those caterpillars. Let us not follow unthinkingly the example of others, let us not accept principles or ideas because other people act on them, but let us bring them to the test of conformity to the principles of justice and the revealed will of God. If we do that we may look forward with confidence to the future and not be anxious for the morrow.

We as a Christian nation need a more whole-hearted acknowledgment of God than is usually made by us, we ought not to be afraid to be known as Christians, and as men and women whose object is to live on Christian principles and spread Christian truth. It is a good sign of a better future that the Prime Ministers of England and the other British nations in their New Year's message to the Empire seem to have given an open acknowledgment of Christianity as the only solution of the problems of the world. We may be thankful for that message and each one of us must see that as far as we can we back up by Christian lives the sentiments which our leaders have expressed.

ST. JOHN'S CATHEDRAL, HONGKONG.

AN APPEAL FOR A SPECIAL COLLECTION.

The following appeal was circulated in the Cathedral pews on Sunday:—

The Church work in the Diocese other than that connected with the Cathedral and the few English Churches, is supported mainly by sterling grants from England.

Various agents were engaged and institutions started when the sovereign bought ten or more dollars. It is obvious that the situation is now critical.

The Chinese are taking over some of the work, and some has been curtailed, but there is much that cannot be cut down, and there are Chinese agents who cannot exist on their sterling pay.

It has been suggested that on January 11th, 1920, special collections be made in the Cathedral and all Anglican Churches in the Colony, as a thank-offering from those who have not suffered by the high exchange, and given as compensation for loss on exchange.

Four thousand dollars is required for immediate needs, concerning which particulars may be obtained from the Bishop.

It is hoped that members of the congregation who are unable to attend the services on that day will be kind enough to help the cause by sending their donations to the Hon. Treasurer, Mr. G. Hogg, International Bank, Hongkong.

HONGKONG MAGISTRACY.

SHIP'S COOK WITH OPIUM AND SILVER.

A Chinese was charged with being in unlawful possession of 16 pounds of raw opium, and with attempting to export 60 Mexican dollars.

The drug was found concealed in a bag of salt.

Defendant stated that he was a cook on board the *Tean* and a passenger asked him to take charge of the opium and dollars as he was going ashore.

Inspector Wildin stated that the regulations preventing the exportation of silver dollars still existed.

Mr. Wood fined defendant $1,500 on the first charge and $1 on the second. The opium and dollars were confiscated.

ALLEGED UNLAWFUL SOCIETY.

Eight men were charged with being members of an unlawful Society.

Sergeant Murphy gave details of a raid he made on a house in Battery Street, accompanied by several Chinese detectives. In the house a number of books relating to the Society was discovered.

The case was remanded.

AN UNGRATEFUL RELATIVE.

A Chinese youth pleaded guilty to a charge of stealing forty articles of jewellery, valued at $600, belonging to a relative.

Inspector Kent stated that complainant brought the youth from the country, intending to educate him. The boy was sent to the Wanchai English School and lived with complainant. On Sunday evening, while the people of the house were at Church, the boy broke open a safe and stole the jewellery from a cash-box, which had been cut open with a tin-opener. The complainant discovered the theft and called in the Police. They questioned the youth, searched his room and found some of the jewellery. The youth then made a confession and produced the jewellery which was hidden in some flower pots and under some wood. Inspector Kent stated that the complainant did not wish to press the charge and intended sending the youth back to the country.

Mr. Smith orderet the boy to be flogged and to be detained for 48 hours.

FIGHTING WITH SCISSORS.

Two Chinese were bound over in bonds of $50 each for fighting in Hunghom. It was stated that one man attempted to stab the other with a pair of scissors.

BANISHEE FROM SINGAPORE.

A Chinese was charged with stealing a blanket and with coming to Hongkong, being a deportee, from Singapore.

Defendant stated that he was unaware that the banishment order extended to Hongkong.

Mr. Smith sentenced defendant to nine months' hard labour.

SNATCHING A HAIR ORNAMENT.

A Chinese was charged with snatching a hair ornament, belonging to the wife of a Chinese American.

Complainant stated that she was walking along Hollywood Road, when she felt a hand on her head. She turned round and seized defendant who had her pearl hair ornament in her hand. A little boy came along and defendant passed the ornament to him.

Defendant stated that it was a case of mistaken identity.

Mr. Smith sentenced defendant to six months' hard labour and to receive ten strokes with the birch.

WHEN WIVES FALL OUT.

A Chinese and his concubine were charged with assaulting the *kit fat* (wife).

The latter is in hospital receiving treatment for a broken knee.

The case was remanded.

DECEIVING PASSENGERS.

A Chinese was charged with carrying on a trade as money-changer without a licence and with having in his possession several counterfeit twenty-cent pieces.

A Chinese detective arrested the man on a steamer and found the "dud" coins in a bag along with good ones.

Mr. Smith fined defendant $25 for the first offence and $100 for the second.

POLICE PARAGRAPHS.

FATAL DOCK ACCIDENT.

A Chinese youth, who was employed as a painter at the Kowloon Docks, met his death under tragic circumstances on New Year's Day. The youth was standing on a suspended plank painting a vessel in dock, when some iron hoists, which were being placed into position, collided with the plank, which turned turtle. The youth fell to the bottom of the vessel and his head, coming in contact with the water tank, was crushed. He succumbed to his injuries and the body was removed to the Kowloon Mortuary.

SUICIDE.

A Chinese woman, 21 years of age, committed suicide at 38, Gage Street, by hanging herself in a cubicle. Her reason for destroying her life is not known.

Another Chinese woman was found dead in an unnumbered matshed at Chi Ma Yuen, with a rope tied round her neck. This, too, was a case of suicide.

MOTOR-CAR ACCIDENT.

A little Chinese boy was knocked down by motor-car No. 231, in Shanghai Street, Mongkok, and was removed to the Kung Wah Hospital.

DOCK ACCIDENT.

A Chinese boiler maker has been sent to the hospital suffering from injuries received as a result of a fall at the Kowloon Docks.

INTIMATIONS

NOTICE.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

MR. MOWBRAY STAFFORD NORTHCOTE has This Day been appointed Secretary to the Company.

By Order of the Board of Directors,
JOHN JOHNSTONE,
Chairman.

Hongkong, January 1st, 1920. 171

THE CHINESE MERCHANTS BANK, LIMITED.

NOTICE OF REMOVAL.

THE above Bank has this day been REMOVED to ALEXANDRA BUILDINGS, Chater Road, the premises recently vacated by the Pacific Mail Steamship Company.

Hongkong, January 3rd, 1920. [164

CHINA BORNEO COMPANY, LTD.

SHAREHOLDERS are reminded that a SECOND EXTRAORDINARY GENERAL MEETING of the above-named Company (notice of which was duly given on December 10th) will be held at the Offices of Messrs. GIBB, LIVINGSTON & COMPANY, St. George's Buildings, Victoria, at 12 o'clock NOON, on TUESDAY, the 13TH day of JANUARY, 1920, for the purpose of confirming, if thought fit, as a special Resolution, the following Resolution which was duly passed as an Extraordinary Resolution on December 29th, viz:—

2. "That the Company be wound up "voluntarily and that Ernest Alfred "Mountford Williams of the firm of "Lowe, Bingham & Matthews of "Chartered Bank Building, Queen's "Road Central, Victoria aforesaid be "appointed Liquidator for the purposes "of such winding-up at such remunera-"tion as may be arranged between the "said Harrisons and Crosfield, Limited "and the Liquidator."

Dated this 29th day of December, 1919.

By Order of the Board,
GIBB, LIVINGSTON & Co.,
Agents

St. George's Buildings, Hongkong. 153

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, on WEDNESDAY, JANUARY 14TH, 1920, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with a Statement of Account for the year ending 31st December, 1919.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, January 1st, to WEDNESDAY, January 14th, 1920, (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
General Agents for the
WEST POINT BUILDING CO., LTD.

Hongkong, December 24th, 1919. [142

HONGKONG BOXING ASSOCIATION.

President: His Excellency Sir R. E. STUBBS, K.C.M.G., Governor.
Chairman: His Honour Sir WILLIAM REES-DAVIES, K.C. Chief Justice.

SECOND TOURNAMENT.

At "The Ring", Volunteer Headquarters Parade Ground (adjoining Lower Peak Tram Station). Specially constructed Matshed, capable of holding 2,000.

FRIDAY AND SATURDAY, JANUARY 9TH and 10TH, 1920.

Novices Competitions and Championship Contest.

FRIDAY, JANUARY 9TH, at 7 P.M. until about 11 P.M.

Preliminary Bouts in Novices Competitions. Forty Competitors. Middleweight, Welterweight, Lightweight and Featherweight.

Doors open at 6.30 P.M.

NO PREVIOUS BOOKING.

Cash on Admission.

Prices $2, $1 and 50 cents.

No half-price seats.

SATURDAY, JANUARY 10TH, at 9.15 P.M. Sharp.

Semi-Finals and Finals in Novices Competitions.

Also a Six-round Welterweight Contest and a Ten-round Featherweight Contest.

Also a FIFTEEN-ROUND CONTEST for the WELTERWEIGHT CHAMPIONSHIP OF THE COLONY.

Between Sergeant "SKY" Kerrison, R.N.V.P. (Holder) and Seaman Parsons, H.M.S. Ambrose (Challenger).

Doors open at 8.30 P.M.

Prices:—Reserved $5 and $3 unreserved $2 and $1. Men of H.M.S. Naval and Military Forces in uniform, half-price, to $2 and $1 seats.

BOOKING AT MOUTRIE'S, as follows:—Wednesday, January 7th—Members of the Hongkong Boxing Association only. Thursday to Saturday, January 8th and 9th—General Booking.

Judges, Lt.-Col. LOSING, Major RAPSON, Lt. ANSELL, R.N. and Lt. DICKINSON, R.N.

Referees: Messrs. H. J. GEDGE (Official Referee), W. LOGAN, A. MURDOCH and J. S. MCCANN.

G. G. N. TIPSON, Hon. Secretary. J. C. WILDIN, Manager.

FULL COURT OF APPEAL.

HEARING OF THE CHARTER PARTY CASE

A session of the Full Court of Appeal, consisting of Sir Haviland de Sausmarez, Sir William Rees Davies and Mr. Justice Gompertz, was held yesterday, to hear the appeal of Toong Yue, a ship-owner of Shanghai, against the decision of the Chief Justice of Hongkong (Sir William Rees Davies) in the action in which he had to decide whether or not Toong Yue was bound to take delivery, in Hongkong, on December 27th., 1918, of the s.s. *Castlefield*, in accordance with the terms of a charter-party entered into between Messrs. Moller & Co., Shanghai, and Toong Yue, dated Shanghai, September 28th., 1918.

The Hon. Mr. H. E. Pollock, K.C., and the Hon. Mr. C. G. Alabaster, O.B.E., instructed by Mr. A. H. Crew, appeared for the appellant (Toong Yue). Mr. Eldon Potter (instructed by Mr. W. E. L. Shenton) appeared for the respondents (the Attorney-General of Hongkong and the Castlefield Steamship Co.)

When the issue first came up for hearing, Mr. Potter's chief argument for the plaintiff was that, whereas the ship had to be delivered during the second half of October or in November, the agreed correspondence between the parties would show that the defendant requested the plaintiffs time after time to postpone delivery as long as possible, even until January, 1919, because if he took delivery within the time mentioned in the charter-party, it would have led to a very great loss to him.

In the course of his judgment (for the plaintiffs), the Chief Justice said:—Two things are clear from the correspondence—that the original dates in the charter-party for delivery were entirely ignored by consent of both parties; and that up to the letter of December 12th. the charterer was anxious to obtain delay in the ship's delivery until a much later date than the delivery dates in the charter-party. . . . The question is was the defendant bound to take delivery on December 27th or was the date—the December 18th—the cancelling date *i.e.* the date which enabled the defendant to cancel the charter? . . . The correspondence was conducted by shipping men who are familiar with the customs appertaining to ships' charters, and I have no doubt that a jury would arrive at the conclusion on the correspondence itself to which I have referred that it was not the intention of the plaintiffs to fix the December 18th. as the cancelling date and that the letter of December 12th. in fact confirms it. But apart from the correspondence the evidence is strongly in the plaintiffs' favour. . . . On the evidence of the expert witnesses I should hold that this date December 18th. in the letter of December 12th. was a warning date and not a cancelling date. No cancelling date is in fact specified in the charter party; the time for delivery is stated to be from the second half of October to end of November, but this date was ignored, as I have pointed out, by the consent of both parties, and I have already expressed a decided opinion that it was not the intention of the parties to create the December 18th. as the date which was a condition precedent to the charter. As to when the cancelling date arose there is some difference of opinion. A possible conclusion on the evidence is that when once the contract time in the Charter party is passed there is no cancelling date at all. All the plaintiffs' witnesses, however, state that a warning notice is always given to the charterer and that the final or cancelling notice depends on the circumstances of every case, *e.g.*, repairs, labour, etc., and that definite notice cannot be given until the ship is ready to load. Furthermore, there is considerable difference of opinion in the evidence of witnesses on both sides as to the meaning of the words "on or about," but here again I arrive at the conclusion that the phrase is indefinite and depends on the terms of each particular charter. . . . It is unnecessary to go into detail into the evidence of the expert witness. From it I arrive beyond doubt at the conclusion that the terms of the letter of December 12th. can only be regarded in the light of a warning notice, and, that having regard to the fact that the ship was undergoing repairs, delivery on December 27th. was not unreasonable, and also having regard to the defendant's attitude in the transaction it would certainly have not justified cancellation of the charter. It was strongly urged by Mr. Pollock that the telegrams between the defendant's agents in Shanghai and Hongkong as to the sub-charter demonstrate his *bonâ-fide* belief that the letter of December 12th. fixed the cancelling

(*Continued at foot of next column.*)

date. I think it is unnecessary to challenge the *bonâ-fides* of the defendant, but I arrive without doubt at the conclusion that having regard to the position taken up by him and his agent Thame it was most imprudent to fix a sub-charter with a cancelling date at Haiphong on December 24th. In fact he was not justified in doing so without further communication with the plaintiffs upon it.

Mr. Pollock, yesterday, in opening his case, mentioned that the Attorney-General came into the case as a plaintiff because, for a short period of the twelve months with which the charter-party was concerned, the *Castlefield* was under requisition by the Hongkong Government. The Government part in it was so small that he was readily accorded permission, while acting as Attorney-General, to appear on behalf of the defendant. The real plaintiffs were the Castlefield Co. and its shareholders. In this connection he would point out that two of the principal witnesses for the plaintiffs, Mr. Eric Moller and Mr. Holthan, were not independent witnesses, because they were directors in Messrs. Moller & Co., which were the agents of the Castlefield Steamship Co., a private company. He submitted that, according to the terms of the charter-party, the defendant had an opportunity of cancelling it at any time. Further, many of the witnesses for the plaintiff admitted that, according to Clause 33, November 30th. was the cancelling date. The defendant submitted that, after the correspondence, by strict analogy, the cancelling date was now on or about December 18th.

The hearing lasted the whole of yesterday and was adjourned until this morning. It will probably last through this week.

ARMED ROBBERY AT SAMSHUIPO.

WOMAN ATTACKED WITH CHOPPER.

A married woman, living in an unnumbered house at Samshuipo, has reported to the Police that an armed robbery occurred at her house on Saturday night.

She states that she was awakened by someone forcing open her door. When she got out of her room three or four men entered the premises and asked her where she kept the money. One of the men was armed with a chopper; another carried a torch. She informed the men that she had no money, whereupon the man with the chopper struck her on the head, telling her that she was talking too loud. They searched the premises and stole $81.

The woman has been removed to hospital.

ARMED ROBBERY AT BOARDING HOUSE.

EX-BOARDER LEADS A GANG.

An armed robbery is reported to have taken place at a carpenters' boarding house at 135, Cook Street.

It appears that all the boarders left the house and went out for a walk, leaving a small boy in charge of the place. About an hour later four men, led by another who was an ex-boarder of the establishment, broke into the premises. All the men were armed with daggers and after tying the boy and threatening to kill him, they stole $320, the property of the proprietor.

ROBBERY WITH VIOLENCE.

WOMAN ATTACKED.

On the night of December 30th. a Chinese woman was awakened by the sound of somebody attempting to break open the front door of her dwelling. Three men entered, and seizing her they tied her hands behind her back. They then ordered the woman to keep quiet, took the keys from her, and opening a cupboard, stole money and jewellery to the total value of $52.

CHINESE STABBED.

ATTACKED IN THE STREET.

A Chinese coolie, aged 35 years, while walking in Reclamation Street, Yaumati, was attacked by a man, who stabbed him twice, once on the chest and once on the side. The man then disappeared. The reason for the deed is not known. The injured man has been removed to the Government Civil Hospital.

A FATAL QUARREL.

OVER AN ACCUSATION OF THEFT.

Two Chinese had a quarrel over some coal, one accusing the other of having stolen a large quantity. Words led to blows and one man whipping out a dagger from his waist-band attacked the other whom he stabbed to death. The assailant then disappeared. The deceased was removed to the Kowloon Mortuary by the Police.

SPORT.

LADIES' WALKING COMPETITION.

A large gathering witnessed the Ladies' Walking Competition, the first of its kind held in the Colony, organised by the Club de Recreio's Sports' Section on Sunday afternoon. Great interest was centred in the event. The route was one of about two and a half miles, starting from the Club de Recreio, Nathan Road, along Coronation Road, Argyle Road, Peace Avenue, and back by the Coronation Road and Nathan Road to the Club.

Twenty-four enthusiasts faced the starter. They were grouped into six teams of four competitors each for the Team Prize presented by Mr. J. M. V. Remedios. The first prize was presented by Mr. P. V. Botelho, and the second prize by Mr. J. M. Noronha. There was no difficulty in starting the Race. At the word "Go," the competitors shot off at a fast pace. The bunch began to separate gradually at the junction of Nathan and Coronation roads where Miss A. Silva was leading by a good distance but was soon out-paced by Mrs. V. Yvanovich, who took the lead before Argyle Road was reached and finished a very good first. She well deserved her victory. The surprise of the afternoon came when Miss Aurea Carvalho finished second, due to good judgment and careful pacing, winning from Miss L. Remedios after a most exciting struggle. Miss M. Rozario was a very good fourth while the Misses O. Roza, Ang. Remedios, and C. Hyndman, distinguished themselves by a striding walk. They were commended for their fine showing in the race and well deserved the applause of the spectators. Misses G. d'Assumpcao and L. Gomes walked fast in the small step style and both finished well. Of the twenty-four competitors nineteen completed the distance, the others having to fall out owing to the hot pace of the race. The times made were extraordinarily good. Mrs. E. V. M. R. de Souza gave away the prizes at the conclusion of the race. The prize winners were as follows:—

1.—Mrs. V. Yvanovich, 35 minutes 21 seconds.
2.—Miss Aurea Carvalho, 35 minutes 50 seconds.
3.—Miss L. Remedios, 36 minutes 26 seconds.

Team "D" won the team prize. Mrs. V. Yvanovich 1, Miss C. Hyndman 6, Miss M. Roza 19, Miss L. Gomes 9, total count 35.

Team "B" was second with a count of 39 made up of the following:—Miss L. Remedios 3, Miss E. Lopes 11, Miss A. Remedios 7, and Miss R. F. Luz 18.

Three cheers were called for "The Ladies" and Mrs. Sousa before the gathering broke up.

The committee desires to thank the prize donors and all who helped to make the afternoon a successful one.

FOOTBALL.

UNITED SERVICES LEAGUE.

The following fixture list of the United Services Football League shows that the Wiltshires, the R.G.A., two teams from the *Ambrose*, the *Alacrity*, the *Tamar*, and the *Carlisle* have entered. For the first time in many years, the Hongkong F.C. is not represented, owing to a decision of the Committee that no Civilian teams shall enter. The decision naturally lessens the amount of interest that will be shown in the League, for the Club, the Chinese and St. Joseph's College, all of whom wished admission into the League, are great "draws" with the football loving public. Two years ago, when the Club won the competition, they were not given custody of the Shield, as the rules prevented it, but, instead, were presented with medals, and Club supporters cannot see why they should not have been admitted into the League this year (as they were last year) with the same proviso.

The matches in this League commence in January at 4 p.m., in February at 4.30 p.m. and in March at 4.45 p.m. The list is as follows:—

January 14th.—2/Wilts. *v.* R.G.A., Military Ground.
January 14th.—*Ambrose* "A" *v. Ambrose* "B," Naval Ground.
January 17th.—*Alacrity v. Tamar*, Naval Ground.
January 17th.—*Carlisle v.* R.G.A., Military Ground.
January 21st.—*Ambrose* "B" *v.* 2/Wilts., Military Ground.
January 21st.—*Tamar v. Ambrose* "A," Naval Ground.
January 24th.—*Alacrity v. Carlisle*, Military Ground.
January 24th.—R.G.A. *v. Ambrose* "B," Naval Ground.
January 28th.—2/Wilts. *v. Tamar*, Naval Ground.
January 28th.—*Ambrose* "A" *v. Alacrity*, Military Ground.
January 31st.—*Ambrose* "B" *v. Carlisle*, Military Ground.
January 31st.—*Tamar v.* R.G.A., Naval Ground.
February 4th.—*Alacrity v.* 2/Wilts., Naval Ground.
February 4th.—*Carlisle v. Ambrose* "A," Military Ground.
February 7th.—*Tamar v. Ambrose* "B," Military Ground.
February 7th.—*Ambrose* "A" *v.* R.G.A., Naval Ground.
February 11th.—2/Wilts. *v. Carlisle*, Naval Ground.
February 11th.—*Ambrose* "B" *v. Alacrity*, Military Ground.
February 14th.—*Ambrose* "A" *v.* 2/Wilts., Military Ground.
February 14th.—*Carlisle v. Tamar*, Naval Ground.
February 18th.—*Alacrity v.* R.G.A., Naval Ground.
February 18th.—*Ambrose* "B" *v. Ambrose* "A," Military Ground.
February 21st.—R.G.A. *v.* 2/Wilts., Military Ground.
February 21st.—*Tamar v. Alacrity*, Naval Ground.
February 25th.—R.G.A. *v. Carlisle*, Military Ground.
February 25th.—2/Wilts. *v. Ambrose* "B," Naval Ground.
February 28th.—*Ambrose* "A" *v. Tamar*, Military Ground.
February 28th.—*Carlisle v. Alacrity*, Naval Ground.

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March 3rd.—*Ambrose* "B" *v.* R.G.A., Military Ground.
March 3rd.—*Tamar v.* 2/Wilts., Naval Ground.
March 6th.—*Alacrity v. Ambrose* "A," Naval Ground.
March 6th.—*Carlisle v. Ambrose* "B," Military Ground.
March 10th.—R.G.A. *v. Tamar*, Naval Ground.
March 10th.—2/Wilts. *v. Alacrity*, Military Ground.
March 13th.—*Ambrose* "A" *v. Carlisle*, Naval Ground.
March 13th.—*Ambrose* "B" *v. Tamar*, Military Ground.
March 17th.—R.G.A. *v. Ambrose* "A," Military Ground.
March 17th.—*Carlisle v.* 2/Wilts., Naval Ground.
March 20th.—*Alacrity v. Ambrose* "B," Military Ground.
March 20th.—2/Wilts. *v. Ambrose* "A," Naval Ground.
March 24th.—*Tamar v. Carlisle*, Military Ground.
March 24th.—R.G.A. *v. Alacrity*, Naval Ground.
April 1st.—Winners *v.* The Rest.

CORRESPONDENCE.

STAFF V. MANCHESTERS FOOTBALL MATCH.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—The team playing on Saturday consisted of seven Manchesters and four Wiltshires. Three of the Wiltshires substituted men who could not possibly play, two of the Manchesters being in hospital.

Perhaps the fact that we had borrowed Wiltshire Regt. Jerseys led you astray.

If your reporter was present, he will agree that the referee might have been keener. He might also note that the goal scored was from a corner-kick which resulted from the obvious off-side which the referee did not see.—Yours, etc.,

TOUCH-LINE.

Hongkong, January 5th.

[The reporter of the *Daily Press* who was present, makes the following comment on the communication: "I cannot agree that the referee might have been keener. Also, I cannot agree that it was an "obvious", off-side. As a matter of fact, it was not off-side at all. The referee's job is always a thankless one, and players and spectators alike would be more sporting if they were less querulous over a referee's decision. It should be remembered that a referee's whole attention is centred on the game, whereas that of a "touch-line" spectator is only partly so. The refereeing this year is a decided improvement on that of last year. What all football enthusiasts and the reporter of the *Daily Press* would like to see less of is the use of questionable language by players on the field of play and the threatening of one player by another on the strength of an imaginary foul."—ED., *H.D.P.*]

THE CHALLENGE SHIELD COMPETITION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—An article which recently appeared in your columns in reference to the Challenge Shield Competition is apt to cause some misunderstanding.

I am quite sure that the Hongkong F.C., who are the sponsors of the Shield, which was presented to the Colony for the promotion of healthy sport over a decade ago, have no intention of preventing the Navy, the R.G.A., and the Wiltshires from entering combined teams. It is, of course, very desirable that the individual battleships, cruisers, or regimental companies may enter teams, as used to be the custom in pre-war days. Once, the Camerons entered no less than eight teams in the Shield. Personally, I think that, if the Navy enter in battleships and cruisers and the R.G.A. and Wiltshires in companies, the Hongkong F.C. may decide to level up the strength by entering two teams, so that no one team in the League may be overpoweringly stronger than any other.

The point I wish to emphasise is that I believe there is nothing to prevent the Navy, the R.G.A. and the Wiltshires from entering the competition. A circular letter sent to all the Clubs in the Colony says, *inter alia*:—

The rules are as follows:—(*a*) British regiments of the line, Royal Garrison Artillery and Royal Engineers *may* play in companies but no one shall play in company than the one to which he belonged at the commencement of the competition. (*b*) Battalions and First and Second Class Cruisers *may* enter teams selected from their respective ship's companies. Any ships below the rank of a second class cruiser *may* enter a combined team, or *may* each enter a team, at option. No one belonging to any battleship, first or second class cruiser shall play for any other team than his ship's team. (*c*) *Any other Clubs may enter a team.* (a player shall play for one club only in the competition each season).

The italics are mine. Football in Hongkong is not in such a flourishing condition that the Civilian and the Service Clubs can afford to play in Leagues independently of each other. There must be unity, and there will be unity only if things are looked at in the most reasonable light, and discussed rationally. Just at present, there is not the best spirit prevailing, and in the interests of football in particular and sport in general, I hope that a better understanding of things will soon be reached. I am in a position to know pretty well everything that is going on in football circles, Civilian or Service, and I appeal to all those who have any controlling influence in the Clubs in Hongkong to cultivate a spirit of healthy rivalry and banish all thoughts of bitter recrimination.—Yours faithfully,

PERMAINAN.

Hongkong, January 5th.

LANE, CRAWFORD & CO.

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MORLEYS NATURAL LLAMA

UNSHRINKABLE,

LIGHT WEIGHT, YET WARM



VESTS CHEST 34" TO 44" $3.75 EACH.

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VESTS CHEST 34" TO 40" $5.00 EACH.

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ALL PURE WOOL

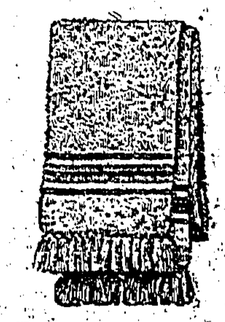
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$1.75 to $2.75 each.

SCARVES

$2.50 to $12.50 each.



LANE, CRAWFORD & CO.

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Owing to the high rate of Exchange we have now reduced our prices to $15 & $20.

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106

THE

Anderson Music Co., Ltd.,

WISH THEIR PATRONS

A PROSPEROUS

NEW YEAR.

16, DES VOEUX ROAD.

117

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TELEPHONE 546

Have a smart selection of

TRAVELLING RUGS

IN MANY

SMART COLOURINGS & DESIGNS.

These are guaranteed all wool, of best British manufacture, the prices are also very reasonable.

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Wm. POWELL, Ltd.,

Gentlemen's High-Class Outfitters.

NEW ADVERTISEMENTS

IMEX, DRESDEN.

WE supply everything that may be wanted in your country.
We import everything needed in Germany.
181

THE ROYAL HONGKONG YACHT CLUB REGATTA TO BE HELD ON SATURDAY, FEB. 28TH, 1920.

NOTICE.

A Launch will leave Statue Pier at 5.5 P.M. every WEDNESDAY, commencing JANUARY 7TH, to take Rowing Members to the Club House for Rowing practice. All Members wishing to take part in the Races are requested to turn up. Coaches have kindly consented to attend to coach crews.

J. S. McCANN,
Hon. Rowing Secretary.
182

THE "GLEN" LINE, LTD.

For BOSTON & NEW YORK via SUEZ CANAL.

THE Steamship

"GLENSHANE"

will leave Hongkong for the above ports during the

SECOND HALF OF JANUARY.

For freight and further particulars apply to:—

JARDINE, MATHESON & Co., LTD.,
Agents.

Tel. 215—Sub. Ex. 23.
186

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"TELAMON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Jan. 5th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claim will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after Jan. 12th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Jan. 26th, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, January 4th, 1920. [183

LLOYD TRIESTINO.

NOTICE TO CONSIGNEES.

The Steamship "AFRICA"
From TRIESTE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th Jan. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 25th Jan. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Jan. at 10 A.M. by Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LTD.,
Agents.

Hongkong, 5th January, 1920. [184

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOMALI"

Arrived Hongkong, on January 5th, 1920.

FROM LONDON, MARSEILLES, MALTA PORTSAID, BOMBAY, & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer.

Goods not cleared within eight days, including date of arrival, will be subject to rent.

No Fire insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. Goddard & Douglas, at 10 a.m., on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, January 5th, 1920. [185

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on JANUARY 1ST, 1920, will be made on presentation of Coupon No. 15 at any of the undermentioned Banks, viz.:—

HONGKONG AND SHANGHAI BANKING CORPORATION. CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. RUSSO-ASIATIC BANK.	At Tientsin, Shanghai or Hongkong.
BANQUE DE L'INDO-CHINE.	Tientsin and Hongkong only.
YOKOHAMA SPECIE BANK, LTD.	At Tientsin and Shanghai only.

The Interest, less Income Tax at 6/- in the £ will be:—

On £20 Bonds:

	£	s.	d.
Per Coupon (Gross)		12.	0
Less Tax at 6/- in the £		3.	7 1/5
Net amount payable		8.	4 4/5

On £100 Bonds:

	£	s.	d.
Per Coupon (Gross)		3.	0. 0
Less Tax at 6/- in the £		18.	0
Net amount payable	£2.	2.	0

On £500 Bonds:

	£	s.	d.
Per Coupon (Gross)		15.	0. 0
Less Tax at 6/- in the £		4.	10. 0
Net amount payable	£10.	10.	0

Payment will be made in Taels at the Demand Buying rate of exchange of the day the Coupon is presented.

By Order,

THE KAILAN MINING ADMINISTRATION,
W. S. NATHAN,
General Manager.
[163

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

SIX PER CENT. FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

SEVENTH DRAWING.

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned numbers of Debentures of the total value of £24,000 were drawn on the Twenty-third day of October, 1919, at the Offices of the Company, No. 22, Austin Friars, in the City of London, in the presence of WALTON FITZJAMES Turner, one of the Directors, ALFRED WILLIAM BERRY, Secretary of the Company, and JOHN WILLIAM PETER JAURALDE, of 7/8 Great Winchester Street, London, E.C., Notary Public.

The said Debentures will be paid off at par on the 31st. December, 1919, at either of the following places:—

In London: At the Transfer Office of the Company, No. 5, London Wall Buildings, E.C. 2;
In Brussels: At the Offices of the Local Board, 13 rue Brederode, Brussels;
In China: At the General Offices of the Company, Tientsin.

6 BONDS OF £500 EACH, NUMBERED:—

7	37	114	135	228	255

70 BONDS OF £100 EACH, NUMBERED:—

308	351	379	389	422	431
438	453	506	526	530	677
763	804	837	851	871	926
936	986	995	1130	1153	1210
1271	1286	1294	1321	1344	1417
1543	1621	1628	1636	1737	1769
1770	1823	1859	1865	1909	2042
2063	2069	2086	2135	2174	2238
2285	2310	2361	2442	2463	2470
2509	2535	2559	2587	2640	2633
2813	3220	3333	3508	3536	3581
3579	3680	3685	3767		

700 BONDS OF £20 EACH, NUMBERED:—

3804	3815	3818	3913	3939	3967
3968	4082	4131	4202	4267	4335
4376	4390	4406	4484	4580	4648
4666	4748	4758	4763	4790	4849
4923	4950	5008	5053	5209	5223
5442	5455	5483	5541	5619	5719
5893	5940	6102	6165	6192	6242
6277	6285	6439	6440	6479	6499
6586	6631	6737	6743	6770	6791
6839	6977	7012	7018	7063	7161
7227	7338	7345	7444	7599	7610
7662	7665	7668	7695	7836	7842
7969	8179	8198	8206	8226	8265
8266	8296	8342	8365	8395	8519
8543	8550	8564	8629	8653	8691
8933	8993	9043	9219	9242	9302
9319	9406	9441	9454	9740	9745
9800	9822	9888	9907	9924	9978
9997	10010	10011	10033	10078	10082
10247	10318	10323	10340	10489	10515
10552	10565	10596	10664	10711	10727
10737	11074	11130	11235	11270	11287
11344	11393	11414	11454	11488	11495
11497	11707	11726	11763	11795	11875
11964	12006	12094	12147	12267	12296
12380	12491	12496	12518	12535	12589
12825	12703	12798	12823	12829	12857
12860	12968	12920	12960	12993	13004
13044	13053	13063	13094	13199	13301
13362	13283	13288	13209	13319	13348
13468	13597	13721	13768	13771	13773
13778	13877	13927	14040	14051	14113
14127	14197	14203	14219	14221	14262
14356	14376	14581	14668	14670	14703
14710	14718	14742	14879	14890	14918
14949	14955	14980	15024	15049	15160
15197	15250	15334	15491	15513	15523
15592	15734	15748	15807	15835	15898
15926	15946	15981	15982	15985	15989
16036	16037	16055	16057	16065	16083
16108	16169	16239	16252	16255	16288
16314	16328	16370	16419	16442	16489
16501	16518	16535	16599	16619	16747
16931	16946	17051	17073	17149	17185
17236	17264	17395	17491	17630	17700
17800	17813	17831	17840	17845	17885
17889	17945	17976	18107	18138	18160
18165	18238	18327	18376	18406	18421
18442	18490	18526	18613	18629	18647
18678	18714	18748	18852	18876	19033
19048	19078	19081	19170	19223	19231
19314	19409	19564	19566	19575	19630
19823	19864	19884	19885	19921	20007
20009	20037	20091	20197	20198	20202
20340	20420	20452	20522	20561	20584
20650	20661	20662	21006	21055	21061
21143	21292	21313	21340	21409	21432
21553	21787	21795	21864	21875	21911
21951	22114	22154	22168	22183	22212
22306	22357	22411	22419	22438	22546
22569	22664	22685	22674	22700	22721
22791	22887	22893	23089	23144	23175
22997	23298	23657	23695	23751	23785
23825	23851	23869	23899	23954	24064
24097	24114	24151	24196	24299	24423
24424	24473	24478	24486	24515	24691
24720	24835	24929	25026	25033	25036
25115	25284	25295	25403	25443	25478
25566	25620	25735	25773	25800	25914
25948	25950	25958	25970	25967	26020
26034	26109	26156	26211	26235	26250
26294	26309	26353	26411	26459	26468
26518	26607	26625	26669	26732	26767
26875	26929	26968	26979	26989	26987
27063	27184	27189	27245	27253	27304
27358	27389	27396	27477	27521	27563
27577	27756	27918	27925	27935	27976
27978	28224	28225	28250	28261	28346
28378	28381	28403	28453	28549	28554
28577	28690	28710	28958	28983	29011
29037	29160	29188	29208	29282	29319
29396	29419	29516	29531	29569	29591
29692	29617	29659	29781	29854	29928
29951	29953	29969	30011	30029	30046
30056	30116	30157	30161	30173	30204
30239	30531	30628	30672	30710	30756
30671	30891	30926	30967	31019	31041
31073	31095	31258	31297	31352	31359
31442	31479	31490	31561	31593	31598
31633	31670	31693	31696	31700	31744
31842	31859	31862	31888	31909	31959
32000	32074	32118	32172	32193	32216
32237	32313	32470	32502	32543	32593
32609	32662	32684	32834	32903	32925
32927	32992	32995	33045	33051	33052
33135	33150	33211	33249	33280	33303
33317	33364	33405	33425	33467	33522
33614	33701	33744	33751	33933	33949
33979	33984	34024	34100	34176	34209
34283	34296	34316	34328	34329	34397
34458	34713	34854	34883	34920	34990
35073	35079	35307	35322	35387	35393
35398	35412	35417	35430	35543	35564
35568	35597	35627	35652	35685	35745
35779	35795	35798	35872	35891	35907
35916	35956	35961	36039	36051	36070
36104	36134	36140	36247	36316	36425
36484	36503	36622	36663	36764	36774
36855	36890	36891	36906	36907	36910
36991	37022	37037	37046	37072	37111
37113	37175	37298	37365	37396	37495
37498	37523	37526	37589	37599	37624
37632	37634	37644	37734	37796	37799
37810	37817	37933	38067	38110	38182
38204	38219	38293	38388	38463	38568
38703	38820	38864	38897	38904	38940
39029	39061	39112	39200		

The drawn Debentures, with Coupons Nos. 16 to 20 attached, must be left four clear days for examination.

By Order,

ALFRED W. BERRY,
Secretary.

Countersigned:—
J. W. P. JAURALDE,
Notary Public.
22, Austin Friars, London, E.C. 2,
23rd. October, 1919.
162

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

IN THE MATTER of the Trading with the Enemy Ordinances 1914-1919.

NOTICE is for general information hereby given that pursuant to the powers contained in the above Ordinances the undermentioned shares and all rights, whether legal or equitable in respect thereof, were vested in the Custodian of Enemy Property, Hongkong, who pursuant to the said powers has recently sold the same by private tender AND NOTICE IS ALSO GIVEN that pursuant to the aforementioned powers new Certificates in respect of the said shares have been issued by the above named Company to the Purchaser and that all other Certificates whatsoever in respect of the above shares have been noted in the books of the said Company as cancelled AND NOTICE IS FURTHER GIVEN that in consequence of the foregoing all outstanding Certificates in respect of the said shares are valueless for all purposes whatsoever.

The shares referred to above are the following:—

Shareholder's name.	No. of old shares	No. of new shares	Registered Nos. of old shares, inclusive.
The Executors of Mrs. Lucie M. C. Nicaise	50	10	34171/34195 34196/34220
Wilhelm Otto Christian Spalckharer	75	15	28369/28393 37687/37711 25815/25839
Dr. Ferdinand Korn	40	8	27305/27314 27315/27324 27325/27334
Norddeutscher Lloyd	4	0	27335/27344 35185/35188
Johann Nicolaus Goosmann	1	0	41989
Carl Heinrich Rogge	10	2	28599/28608
Friedrich Hermann Arnold Fuchs	25	5	21814/21838
C. Rudolf Heinsen	15	3	9949/9957 33117 31992/32001
P. Hermeling	25	5	28709/28733
Heinrich Karl Oldorp	10	2	11557/11566
Speidel & Co.	35	7	45951/45960 16824/16848
	290		

Dated this 30th day of December, 1919.

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED,
R. M. DYER,
Chief Manager.
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NOTICE.

DISSOLUTION OF PARTNERSHIP.

NOTICE IS HEREBY GIVEN that the Partnership heretofore existing between PHILIP WALLACE GOLDRING and CECIL HYNES LYSON, Solicitors, under the name of Goldring and Lyson, has been dissolved as from January 1st, 1920.

Debts owing to and Claims against the Firm must be paid or submitted to MR. C. H. LYSON, at the Office of MESSRS. LO AND LO, Alexander Buildings, Hongkong, on or before January 15th.
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INTIMATION



DEWAR'S

"WHITE LABEL"

Finest Scotch

WHISKY

of

Great Age.

Sole Agents:—

A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

TEL. 616

11

MARRIAGE.

PIERCY—ATKINSON.—At Shanghai, on December 27th, 1919, ARTHUR PIERCY, to NORAH ATKINSON.

EDITORIAL OFFICE: 10a, DES VOEUX ROAD, C.
LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 6TH, 1920.

BRITISH SHIPPING SUPREMACY.

EVERY Briton must have been proud to read the statement embodied in a telegram printed in yesterday's issue that the supremacy of British shipping has been re-established, and that the Empire's share of the confiscated enemy shipping, added to the great output of new ships, has given us, within a year of the close of the war, a total tonnage 5 per cent. greater than we had before the war. It is scarcely necessary to add for the information of people whose business is with shipping that our carrying capacity is "still short of requirements." Whatever deficiency exists, however, will certainly be met in time, for every month many new ships are being launched from the yards of the United Kingdom, as well as from shipbuilding yards in various parts of the world, especially those of the United States. If the official programme of shipbuilding on which the United States is engaged is completed in its entirety, the United States will possess a merchant fleet of 18,000,000 tons at the end of the year. British shipping interests do not seem alarmed at the prospect. A recent number of *Fairplay*, commenting on the fact that our carrying capacity exceeds that of July, 1914, said: "This is not necessarily a sinister sign, for we have not yet reached that point of normal expansion which we should automatically have won had the war not supervened, while delay in ports make voyages much longer than in pre-war days." Assuming that building throughout the world proceeds at the present rate, it obviously cannot be long before requirements will be more than fully met, and cut-throat competition prevails again, perhaps for some years, to a much more acute degree than it has ever prevailed before.

British predominance as an ocean Power is not likely to be successfully challenged. The Chairman of the Commerce Committee of the United States Senate in a recent speech on the subject of America's shipping construction said: "We do not desire and it is not our purpose to drive other nations off the seas, but we want, and ought to have, part in the world's carrying trade, so that our commerce may have a fair chance in the world's markets." That, of course, is speaking to the gallery, for in point of fact, the United States cannot be said to have suffered in the past from the lack of "a fair chance in the world's markets." The plain fact of the matter is that about ninety per cent. of American overseas commerce before the war was carried in foreign ships, and there is a natural desire on the part of Americans to see American commerce carried in American ships. It is a legitimate aspiration, but serious misgivings are entertained, even by many Americans, regarding the prospects of this new State development. Two factors of importance which enter into a consideration of the question are, firstly, whether America will be able to find crews for this great fleet of mushroom growth, and, secondly, whether a fleet, run under existing American shipping laws, which are not likely to be changed in any material respect, can successfully compete with foreign shipping which is not likely to relinquish without a severe struggle the position it has for so long held in the carrying trade between the United States and other parts of the world. The elimination of Germany's shipping for the time being, as a consequence of the war, affords room for American enterprise, but with an anticipated tonnage of 18,000,000 it looks very much like pure rhetoric to say that America does not desire and it is not her purpose to drive other nations off the seas. Unless there is an expansion of trade and commerce during the next five years beyond our wildest dreams there is certain to be far more tonnage than there will be employment for, if the present programmes of construction are maintained; and if American hopes of keeping 18,000,000 tons of shipping employed are fulfilled then it will necessarily mean that the shipping of other nations must be driven off the seas by American competition.

What dims the prospect of this enterprise is that the Americans are not a sea-faring people. They have not the sea instinct which has served so well to maintain British shipping supremacy and which also has been the secret of the astonishing development of the Japanese mercantile marine. But even in England with its long and great traditions of the sea the supply of merchant seamen is a problem which exercised many anxious minds before the war and is exercising them still. The development of our carrying trade in the two or three decades before the war had made such rapid strides that reliance had to be placed on 32,000 foreigners, apart from 46,000 Lascars and Asiatics. By some means or other 10,000 recruits must be obtained every year or 9,500 more than are provided by the existing training establishments, and it is declared that the only way of obtaining them is by making the sea career attractive as well as the remunerative. If there are these problems confronting a sea-faring nation like Great Britain with a great history of sea adventures behind it, what are the prospects in this connection of finding crews in America for the great fleet which is being brought into existence there as by a magician's wand?

One case (one death) of diphtheria and two cases (one death) of enteric fever were reported in the Colony on Saturday.

Mr. E. H. Sharp, K.C., returned to Hongkong yesterday on the P. & O. *Somali*, which brought mails from London.

The motor bandits were committed at the Magistracy, yesterday, to stand their trial at the January Criminal Sessions.

The pupils of the Diocesan Girls' School are having a trip to Repulse Bay this morning in one of the Dragon Motor Car Company's motor buses.

The total output of the Kailan Mining Administration's mines for the week ending December 20th., 1919, amounted to 21,176 tons and the sales to 29,776 tons.

News has been received by cable of the death of Mr. H. R. Kinnear in London on the 29th. December. He was for many years a partner in Gibb, Livingstone & Co. and had spent most of his time in the East in Shanghai, where he was well known and highly respected.

Henry Farndale, a European seaman of the *War Sepoy*, has been removed to the Government Civil Hospital, suffering from internal injuries received on the high seas during rough weather.

The hearing of the case against Kwong Wong, charged with the murder of Warders Speed and Harnam Singh, was commenced at the Magistracy, yesterday, when formal evidence was taken.

The Imperial Hotel annexe at Tokyo was burned to the ground on the 29th. ult. The fire spread rapidly and the whole annexe was gutted within half an hour. The occupants of the rooms escaped, but they lost all their property. The damage is estimated at Y.250,000.

By a mistake it was announced in our issue of yesterday that the Warwick Co. would appear at the Theatre Royal last night. They have gone to Canton, as previously announced, and will not reappear in Hongkong, having vacated the Theatre in favour of the Russian Opera Co.

Amongst those who left for Home on Sunday on the P. & O. s.s. *Kashgar* were the Hon. Mr. C. McI. Messer, Mr. and Mrs. G. L. Platt, Mr. and Mrs. W. R. Neighbour, Lt.-Col. C. L. Mayhew, Mr. R. W. Bearne, Mrs. I. Balean, Mr. and Mrs. H. Hancock, Engr-Commdr. W. W. Reed and Mr. and Mrs. J. H. M. Campbell.

The members of the Indian Recreation Club gave a farewell dinner to Mr. Ali Hussain and Mr. A. R. Madar, two Indian merchants who are returning shortly to Australia and Shanghai, respectively, after a visit to the Colony. A flashlight photograph was taken of the gathering, and an enjoyable evening was spent.

The property in Cathedral Square, Shanghai, formerly occupied by Messrs. Carlowitz & Co., an enemy firm, has been sold by the Custodian of Enemy Property, to Messrs. David Sassoon & Co., Ltd. While the exact figure paid for the property is not at present announced, it is stated that sale price was over Tls. 500,000.

With reference to the boxing contests next Friday and Saturday, it has been ascertained that the weights given by the competitors in the Novices' Competition were wrong. This has necessitated another draw which will take place today. The results of this will be announced in to-morrow's issue. Preparations for the other matches are proceeding apace and there is every indication that some of the bouts will provide thrilling sport.

A burglary is reported to have taken place in La Favorite dress-making establishment on Sunday night. A large quantity of silk and other dress-making material, valued at $1,000, was stolen. The theft was discovered by an assistant, who, on trying to open the store, found it closed on the inside. An inspection revealed the fact that the padlock of the back-door had been broken. A Chinese coolie employed in the shop, is stated to have decamped.

GREAT FIRE AT CANTON.

EXTENSIVE DESTRUCTION.

Telegrams reached Hongkong yesterday afternoon from Canton reporting that a devastating fire was raging in that city.

We gather that the fire broke out about 11 o'clock yesterday morning in Cheung Lok Kai belt known to foreigners as "Fire-cracker Street." A strong breeze was blowing at the time, and the flames spread very rapidly to Hing Loong East Street, Sap Sam Hong and Hing Loong Main Street on the left, and on the right to King Fah Street, Pak Mai Lane and Yeung Kong Street. The fire raged for four hours before there was any appearance of its progress being arrested.

Precise details of the damage done were not available in the Colony last night, but it was estimated that at least 300 houses were destroyed.

The district which has suffered by the fire was an important business centre, and in view of the approach of the Chinese New Year, the hongs were doubtless more heavily stocked with merchandise than usual. Rough estimates of the damage done, based upon the scant information given in telegrams, range from a quarter of a million to a million dollars. Foreign insurance companies, we understand, are substantially interested in property in this district, and it is feared their losses will be considerable.

Four or five years ago the same district suffered seriously from a fire and flood.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

TRAVELLING BRITISH EXHIBITION.

TO TOUR THE DOMINIONS FOR TWO YEARS.

LONDON, January 1st.

Sir Hamar Greenwood, Secretary of the Department of Overseas Trade, in an interview said that the Treasury had sanctioned expenditure on a scheme under which a travelling exhibition of British manufactures will be held at the principal commercial centres in South Africa, Australasia and Canada, and possibly in the Far East.

This exhibition was designed to attract the buyers in the Dominions, with a minimum of expense and inconvenience to them.

The stay at each centre will be for about six weeks, and the tour will last two years.

Sir Hamar Greenwood also referred to the measures to develop British commerce among the foreign nations. He said that the German Government had already realised the success of British industries at a fair held last year and had granted a substantial subsidy to fight it. Sir Hamar added that orders valued at £2,500,000 were taken at last year's fair, and it was hoped that the orders would be treble the amount this year at the fairs at Crystal Palace, Birmingham and Glasgow.

PEACE TREATY RATIFICATION.

DETAILS OF PROCEDURE.

PARIS, January 2nd.

A Havas message states:—

The procedure fixed for the ratification of the Peace Treaty on January 6th is as follows:—

First, the Germans will sign the protocol of November 1st which specifies the reparation for the Scapa Flow scuttling and then the documents certifying the ratification of the Treaty of Versailles.

Afterwards, M. Clemenceau will hand the Chief German Delegate (Baron von Lersner), the letter containing a resume of the verbal assurances that the Allies are ready to reduce the quantity of the tonnage demanded if Germany can prove that the amount is excessive.

AMERICAN TREATY RESERVATIONS.

BRITISH VIEW OF THE DOMINIONS' VOTES.

LONDON, January 3rd.

In a speech at Leeds, Lord Robert Cecil dealt with the attitude of America towards the Peace Treaty. He emphasised that Britain wanted the assent not of one party in America but of the whole of America. He would rather have a limited assent—assent subject to Reservation—by the whole important opinion of America than a full, complete assent achieved by a deep division of American opinion.

The objection to the votes of the Dominions was based on an entire misunderstanding Lord Robert Cecil said in international matters it was not numbers that counted, but weight. The object of the Dominions' votes was not to enable them to support on every occasion the British view, but rather to enable them to express views or differences they might have with Britain and get the full weight to which they were entitled. He contended that the subject had been used to create bad blood between Britain and the United States by those who were enemies of both countries.

OUTBREAK OF STRIKES IN WEST INDIES.

SHIPPING PARALYSED AND TRAMWAY SERVICE REDUCED.

KINGSTON, JAMAICA, January 1st.

The Longshoremen's Union has ordered a general strike in Jamaica and is demanding over double pay.

Shipping has been suspended, and the docks are guarded by the police and military.

A tramway strike has lasted eight days. The dispute will probably be referred to a Conciliation Board. Meanwhile a limited service has been resumed.

EX-KAISER'S OUTBURST.

WILD CHARGES AGAINST FRANCE AND ENGLAND.

LONDON, January 2nd.

In further letters from the ex-Kaiser to the ex-Czar, dated September 28th and October 25th, 1905, published in the *Morning Post*, the former indulges in a diatribe against the French whom he accuses of Chauvinism and Imperialism, remarking "God knows, I have done all in my power to preserve the European Peace, but, if France goes on violating all the rules of peace, one fine day, dearest Nicky, you will find yourself *nolens volens* embroiled in one of the most horrible wars Europe ever saw. If you are allied with the French, keep the damned rascals in order. The Curse of God has stricken that people forever."

The ex-Kaiser, referring to the British foreign policy, says "The British seem to have some idea or other of changing their policy in the Mediterranean, for two days ago Malet, while paying a farewell visit to our Foreign Office, used most blustering words about Germany behaving badly to England in Africa, that it would stand it no longer and that, after the buying of the French by concessions in Egypt, they were at liberty to look after us. He was even so undiplomatic as to utter the word "War," saying that even England would not shrink from making war upon me, if we did not knuckle down in Africa. I made answer to the effect that the British were not only making themselves ridiculous in this case but obnoxious to everybody, and if they got into trouble with anybody else, I would not move a Pomeranian Grenadier to help them. I suppose that will cool them."

PERIL OF BOLSHEVISM.

MR. CHURCHILL'S WARNING TO BRITISH CITIZENS.

Mr. Winston Churchill, in a speech at Sunderland dealing with Bolshevism, said that it was impossible for a civilised people to adopt or to agree with Bolshevism which destroyed freedom and attempted to establish class Government. Were we to take lessons in constitutionalism from crazy fanatics in Central Europe who were trying to set up what was called Utopia?

Bolshevism, Mr. Churchill continued, was opposed to self-determination. Even M. Litvinoff admitted to Mr. O'Grady that Bolsheviks were not in the majority. We should do all we could to expose the sophistry and delusion of Bolshevism which had captured ignorant Russian peasants, but which had no chance with the enlightened British citizen.

BOLSHEVIKS ENTER BOKHARA.

LONDON, January 2nd.

A Moscow wireless announces that a Red Army entered Bokhara and was warmly welcomed by the populace.

BOLSHEVIKS—ESTHONIAN ARMISTICE.

LONDON, January 2nd.

The *Daily Chronicle* Dorpat correspondent reports that, on January 1st, the Bolshevik and the Esthonian Delegates signed an instrument agreeing to the cessation of hostilities between Soviet Russia and Esthonia prior to peace deliberations which begin immediately.

BRITISH PRISONERS IN RUSSIA.

ARRANGEMENTS WITH SOVIET GOVERNMENT.

LONDON, January 2nd.

Mr. O'Grady, M.P., interviewed by a *Daily Mirror* representative, said that he had every reason to believe that he would be able to arrange by the end of January for the home-coming of all British military and civilian prisoners in Russia.

Mr. O'Grady was of opinion that Russia would work out her own salvation, and that armed intervention would not serve any purpose. It was no good imagining that Japanese intervention would solve the problem of Bolshevism by destroying it.

PROHIBITION IN AMERICA.

THE CONSUMPTION OF WOOD ALCOHOL.

NEW YORK, December 31st.

The authorities are now on the alert to prevent further mischief arising from the consumption of denatured alcohol.

Federal agents yesterday seized eighteen barrels of such alcohol at Brooklyn, sufficient, according to the chief agent, to kill 20,000 persons. Two men were arrested, including a drayman who was preparing to take two barrels to a New York bar-room.

Following on six fatalities at Passaic, New Jersey, from drinking wood alcohol, the Police raided all the liquor stores of the town and confiscated quantities of "spirits."

Deaths and cases of blindness owing to drinking makeshift whiskies continue to be reported from various cities.

NEW YORK "WET" ON NEW YEAR'S EVE.

NEW YORK, January 1st.

In spite of prohibition New York was decidedly "wet" in places on New Year's eve. Restaurants and hotels were crowded with wine parties which paid exorbitant prices for "private" supplies.

A few arrests were made, the authorities refraining from strictly interpreting the law.

The crowd in the streets was very small compared with former years when alcoholic liquors were freely dispensed.

A few additional deaths from wood alcohol among New Year celebrants are reported from the country.

CANADIAN FISHING INDUSTRY.

TO BE RESERVED FOR THE WHITE RACES.

OTTAWA, January 1st.

With a view to encouraging the White fishing population of the Pacific Coast, the Dominion Government has decided to discontinue the issue of salmon cannery or salmon seining licences except to resident citizens of the White race. Hitherto, the fishing has been largely in the hands of Orientals.

MESOPOTAMIA.

DAIREZZOR INCIDENT CLOSED.

BASRAH, December 28th.

An official representative of the Arab Government conferring with the British authorities suggested that British troops return to Dairezzor to restore order. The representative, Ramadkan Shalash, made a similar application, and asked that the Commander-in-Chief may furnish funds to replace those looted by his friends and make him restore law and order at Dairezzor.

Both requests were refused as it is the duty of the Arab Government to restore the situation.

The incident at Dairezzor may be regarded as closed at present as far as Mesopotamia is concerned. Any further negotiations will take place in Europe between the interested parties.

RISE IN PRICE OF BREAD IN FRANCE.

ALMOST CENT PER CENT. INCREASE.

PARIS, January 2nd.

A Havas message states:—

The increase in the price of bread which, according to a recent semi-official statement, would not go into effect until August is now announced to come into effect on February 1st.

The Government proposed to raise the price of wheat sold to millers from 43 to 75 francs per 100 kilos and raise the price of flour to 91 francs, thus increasing the price of bread to consumers from 50 to 90 centimes.

INCREASE IN FRENCH RAILWAY FARE.

LARGE MAJORITY PASS MEASURE.

PARIS, January 2nd.

A Havas message states:—

The Chamber of Deputies has approved the authorization of an increase of railway fares by 460 to 121.

ANOTHER ARMED ROBBERY

IN THE HEART OF THE CITY.

Another armed robbery was reported late last night when three men armed with revolvers, two with daggers and a sixth one, apparently acting as a scout, were said to have entered 58, Wellington Street, and taken away property and money.

The Police were making investigations last night, and further details, as to how the robbers entered the house or the amount of money taken by them, were not available.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

PRISONERS IN SIBERIA.

ROME, January 2nd.

The International Committee of Red Cross Societies in Geneva is requesting intercession in favour of 200,000 prisoners of different nationalities in the hands of the Japanese and kept in Siberia undergoing agonising sufferings which must lead to madness and death.

The Vatican organ, *Observatore Romano* declares that the Pope enthusiastically adheres to the sentiments of the letter. The journal trusts that the authorities will employ all means to secure their immediate repatriation. The Pontiff is now studying means to secure the co-operation of the authorities in this connection.

It is believed that the Pope has communicated with the Japanese Government as the only route for the repatriation of prisoners seems to be by way of Vladivostock.

THE "CUZCO" STRANDED.

LONDON, January 1st.

The steamer *Cuzco*, from New York to Hongkong, is stranded off Honolulu.

THE KAISER, THE TSAR AND THE FAR EAST.

LONDON, January 1st.

The first instalment of letters from the ex-Kaiser to the Tsar, published in the *Morning Post* to-day, includes one dated April 2nd, 1895, of particular interest to the Far East.

The ex-Kaiser therein writes:—"I shall certainly do all in my power to keep Europe quiet and guard the rear of Russia so that nobody shall hamper your action towards the Far East. For that is clearly the great task of Russia in the future—to cultivate the Asian continent and defend Europe from the inroads of the great Yellow race. In this, you will always find me on your side ready to help you as best I can."

"I shall, with interest, await the further development of our action and hope that, just as I will gladly help you to settle the question of eventual annexations of portions of territory for Russia, you will kindly see that Germany may also be able to acquire a port somewhere where it does not affect you."

MORE CHINESE LABOURERS RETURNING.

HAVAS, January 2nd.

The British steamer *Empress* has sailed for Halifax with 1,700 Chinese.

EFFECT OF CHINA'S DEMAND ON SILVER MARKET.

Messrs. Mocatta and Goldsmids' annual review of the silver market points out that China's exports of silver from 1914 to 1918 exceeded the imports by about Taels 81,000,000, and says that some think that China then parted with much more silver than she could spare and that China will continue buying at least until this amount has been replaced.

It is also pointed out that, in view of the very large Note circulation, the Indian silver reserve is none too large and, should the price of silver fall to a reasonable level, there is little doubt that the Indian Government would resume purchases.

In view of this possibility and the apparently insatiable demand from China it is unlikely to see a return to normal prices during 1920, and the increased cost of silver seems likely to be maintained.

It must not, however, be forgotten that the pronounced recovery of the American exchange would lower the price of silver in London, and the cessation of the abnormal demand for China would put a completely different aspect on the market.

REASONS FOR THE FALL IN PRICE.

LONDON, January 1st.

Messrs. Montagu & Co.'s report states:—

The market was fairly well supplied, so, in spite of the weakness of American exchange, the price has slightly given way. The stock in London is very small, a marked contrast to the position in the United States, where huge quantities are reported to be held for speculative purposes.

[BY COURTESY OF THE "CHINA MAIL."]

JAPANESE BOYCOTT AT SHANGHAI.

SHANGHAI, January 5th.

Eighteen thousand local shopkeepers have formed a New Year resolution pledging themselves to boycott Japanese goods owing to violations of Chinese sovereignty. The pledge concludes thus: "If anyone goes back on his words let the gods of heaven condemn him."

LIEUT.-GENERAL KNOX IN SHANGHAI.

SHANGHAI, January 4th.

General Sir Alfred Knox, the head of the British military mission to Siberia, sails from Shanghai on Monday per the *Ecuador* for America *en route* to London. He declined to make any statement to the Press representatives regarding Siberia.

FRANCE SUPPORTS JAPANESE SUGGESTION.

PARIS, January 2nd.

A Havas message states:—

French circles have been much impressed by Admiral Koltchak's collapse, and the wish is universal that Japanese forces be entrusted with the task of barring the way to the Bolshevist advance.

INCOME TAX FOR STRAITS SETTLEMENTS.

UNANIMOUS APPROVAL.

CONTRIBUTION OF £1,000,000 NEXT YEAR.

The introduction of the Income Tax Bill was the chief item of interest at the meeting of the Legislative Council at Singapore on the 19th ult.

Previous to the introduction of the Income Tax Bill the Treasurer moved the following resolution:—That in addition to the defence contribution payable by the Colony in the year 1920 under Ordinance 6 of 1899 and to the contribution of £200,000 authorised by resolution of this Council on June 16th, 1918, such sum shall be contributed to the Imperial Government out of the general revenues of the Colony as will bring the amount contributed during the year 1920 to a total of £1,000,000.

THE COLONY'S DUTY.

Although the war was over (said the Treasurer) it had left the Mother Country with a very heavy burden indeed. The war was an Imperial one, every part of the Empire taking part, and not only the United Kingdom but every part of the Empire should contribute with its might towards this very heavy burden. It was estimated that the interest alone on the loans raised would amount to £300,000,000 a year or one and a half times as much as the total expenditure of the country before war broke out. This was not the time when any country could ignore its responsibilities. The motion set out what Government considered was the sum which should be paid as a contribution to the Home Government. They also had a legal responsibility owing to the resolution moved in the Council three and a half years ago. The cost of the voluntary contribution had been set out regularly in the estimates, in the first instance being moved by special motion. The Supply Bill for 1920 contained the items of $3,099,492 as defence contribution and £200,000, or $1,714,000, as voluntary contribution, the total being about $4,572,000. If they wished to assist the Mother Country to the extent of a further sum of $3,770,000 to make up a total of £1,000,000 they would have to call in aid additional sources of revenue. He proposed later to introduce a bill which would bring in that revenue. In considering the duty of Government they had to remember that the financial situation while not difficult was not exactly easy. A big Public Works programme had been introduced and they must not overlook the rice situation. They had, therefore, to cut their coat according to their cloth. At any rate their liability to the Mother Country was an essential duty, and they had to fix the sum which they thought they could manage according to their finances. Personally he thought the sum of £1,000,000 was a good one to fix for the Colony. They would fix it for one particular year. This time next year they would probably know a great deal more about the rice situation, so it would not be prudent to say now what they would do in 1921. He therefore moved the resolution with regard to 1920 and hoped to be able to move a similar resolution this time next year.

UNOFFICIAL MEMBERS' VIEWS.

The Hon. Mr. Nutt seconded, and in doing so said he wished to congratulate the Treasurer on the very explicit way in which he had introduced the motion. When they were asked to contribute £1,000,000 it was not comparatively more than they had contributed during the last four years. He was quite sure that there was no British subject in the Colony who would have anything but approval for the action of the Council in passing the resolution, and there should be no alien in the Colony not of the same mind. In seconding he wished to cover himself with the proviso that he did so subject to the income-tax bill passing all stages.

The Hon. Mr. Campbell in supporting said he was glad to think that the Colony recognised that their responsibilities did not end with the signing of the Armistice or the ratification of the peace treaty, which they trusted was now in sight. Here they had been in a great measure untouched by the burdens felt at home. They had been prosperous and as a Colony they should feel proud that they were in a position to assist the homeland at a time like this.

The Hon. Mr. Craig, also supporting, said the figure of £1,000,000 seemed to him a just and equitable one and not too hard for the finances of the Colony to support. He thought the imposition of an income-tax in contradistinction to a specific war tax in order to meet their liabilities would commend itself to the Colony generally. Two things were certain in this world—death and taxation. An income-tax was most proper in its application and the most suitable which could be adopted. Every right-thinking man must have seen for a long time that the tax was inevitable.

The Hon. Mr. Cleaver said he did not wish to vote against the resolution as it was one which should go without a dissenting voice, but he wished to explain his position. The resolution was of additional importance because it pre-supposed a tax on the people of the Colony to be relegated to the Imperial Government. The Council would not be justified in passing such a resolution unless it was reasonably sure that it had the general assent of the tax-payers. Notice of the resolution reached Penang only a few hours before he left there on Tuesday. There was thus no opportunity of obtaining the views of the Penang Chamber of Commerce or any other section of the community. Singapore was not the whole Colony, and he thought that sufficient time should have been given to others to discuss this most important measure. He was unable to understand why the resolution had been introduced so hastily and at this particular time. It seemed to him to be premature, and moreover it pre-judged the debate on the income-tax bill. It was gambling on the fact of the bill being passed. He would vote for the resolution because he would be sorry to go against it, but giving his vote he wished to make it clear that he spoke only for himself.

ESTABLISHING A PRECEDENT.

The Hon. Mr. Lowther Kemp said he was entirely in agreement with the proviso of the seconder of the resolution. As to the principle of contributing to the cost of the war they were all in agreement, but it was important to remember that such a resolution must inevitably be the forerunner of similar resolutions from year to year. He was all in favour of the resolution, but he considered that the question of introducing it before the income-tax bill was of more importance than appeared on the surface. The resolution was certainly a step in the right direction. They now had a consummation of their miscellaneous votes of assistance to the Home Government, which previously had been split up in such a way as to be unintelligible to the man in the street. He thought they should go a step further and establish a principle by which the contribution would be dependent upon their revenue and requirements. The opposition to an income-tax was now very much less than it was years ago, and Government was undoubtedly justified in assuming that it would be passed, with perhaps certain modifications.

The Hon. Mr. Upcott also supported the motion.

MR. JAMES REPLIES.

Replying to the debate, H.E. the Officer Administering the Government said that the people of the country had certainly been consulted as to the imposition of a tax for the purpose of making a contribution towards the cost of the war, and presumably had agreed to such taxation. He proceeded to give a history of the war-tax and the circumstances of its imposition and concluded by saying that the resolution gave voice to the fact that they recognised their duty. They had been through strenuous times and there was no question of what their duty was to the home country and to the Empire. The Colony was prosperous thanks to the protection and assistance it received from the Imperial Government. There was an evident desire here—to employ the words he used in introducing the Supply Bill of 1917—to stand or if necessary fall with the Empire.

The resolution was then carried unanimously.

NO CHANGE IN AMOUNT OF TAX.

The Treasurer in proposing the first reading of the Income-Tax Bill said he still agreed with the order that had been adopted. That order was followed in 1916 and the then member for Penang was, in favour of it. Having passed the resolution, if they could not get the money out of income-tax they had to get it out of something else. The idea in the Colony was to keep away from customs duties, and a tax not connected with a a customs house should be welcomed by everybody in Singapore. He had suggested that they should commit themselves only to what they could honestly afford, and Government thought a lump sum contribution from general revenue was better than one from various pockets. They had had a war tax on incomes for three years, and they now called it an income-tax. There was practically no difference between the measures from beginning to end, except that in the preamble the word "war" was dropped, and the money would go into the revenue of the Colony to help towards the contribution Council had just voted.

The first reading was agreed to.

Standing orders were suspended in order for the bill to be referred to a select committee.

CANTON NEWS,

January 5th.

FIRES IN CANTON.

There is evidently an epidemic of fires in Canton with the approach of the Chinese New Year. Two fires occurred yesterday—one near the Canton-Kowloon Railway Station, which destroyed more than twenty houses and the other in Saikwan where also several houses were destroyed. It is stated that during the past week three big fires and about half a dozen small ones were reported in the city, and considerable losses were incurred.

STUDENTS' AGITATION.

When Ho Lai-man, the new headmaster of the Government Law School went to take up his duties yesterday he was elected and attacked by the students. The students are demanding the reinstatement of the former headmaster who was dismissed by the Civil Governor, it is alleged without reasons, and they have intimated their intention to eject any "improper person" who is appointed to the headmastership. He was slightly wounded and his clothing was torn. The Civil Governor is greatly perturbed and proposes to deal severely with the students, as Ho is the second headmaster abused in this way by the students.

ATTEMPTED ASSASSINATION.

An attempt was made on the life of Ku Yat-kwong, an ex-leader of the Shuihing troops, on the night of the 2nd inst. when he was returning home from a certain club. Ku was in a rickshaw, and his would-be assassin fired at him from behind. He was slightly wounded on the back by a bullet from a revolver. The bullet hit the rickshaw first, or he would have been killed. Ku turned round and saw the would-be assassin, who was in grey uniform running away. A revolver was picked up in the road near the spot where the attempt was made, and the police are making investigations.

PROTECTED LOANS.

The Treasurer sent representatives to negotiate for a big loan from a certain bank in Shameen, after he had obtained small loans from the native banks. The request for the big loan is being considered by the bank.

Santa wants to leave a Victrola at *your* home this Christmas



Victrola IV is shown here

This store is Santa's Victrola Headquarters. The old gentleman is firmly convinced that every home should have a Victrola, and we agree with him. So if you'll come in and select the Victrola you want, we'll put the good word to Santa and have him stop around at your house on Christmas Eve with the exact instrument of your choice.

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MOUTRIE'S

:EXCLUSIVE AGENTS.

WOMEN IN HONGKONG.

January 5th.

Here we are launched into a new year. Time seems to be buzzing by, and those of us who have lived in two generations will soon be regarded as prehistoric peeps by the rising generation who are dancing their way, on a wave of frivolity, through life. Even in the pages of the *Daily Press*, I begin to feel like an old stager, for I can now allude to things I wrote last year.

There is a tone of optimism in this morning's cablegrams. With all the cry of profiteering and high prices people overlook the fact that an enormous amount of money is circulating and that poverty and unemployment appear to be decreasing. Reading Mr. Lloyd George's message to the *Manchester Daily Dispatch*, my memories took me back to many years ago when I first saw him in the House. My escort, Mr. Cameron, one of the oldest members, was then called an extreme Radical. We were accompanied by his step-daughter, Miss Swankie Cameron, a great Temperance agitator, also a Radical and an incipient Suffragist—in fact the sort of woman who, in the eyes of conventional politicians of the day, was everything that she ought not to be. Pointing to Mr. Lloyd George, Miss Cameron said "There is the man who will be the greatest man in England." He was only beginning to make a stir then, and like many people of strong individuality he stirred the world by violent shocks. He had used some very unparliamentary language to a highly respected and aristocratic Member of Parliament and had had to apologise. Many people disliked him and sneered at him in those days and many dislike him still. A few years ago I heard him described as a back-door politician, but no one can deny that he is a big man.

He has always been a man of imagination and vision and has always tried for big reforms and fought courageously against long odds. It is something to be where he is, after all these troublous years, and his message and his words are worthy of remembrance in even this distant corner of the Empire when he calls upon all "to unite to sink our quarrels and add to the glory achieved by our sons in battle the accomplishment of the great task of restoring the prosperity and well-being of our people."

It has been interesting to note the effects of the war upon the status of women all over the world. In England, political rights and many reforms in general conditions have come without any perceptible fuss. The Englishwoman's work during the war was the final argument in her favour and wiped out all further need to fight and struggle for equal rights with men. In Eastern climes more material reasons have worked towards the liberation of the sex, and even the Terrible Turk is beginning to realize that life without a multiplicity of feminine dependants, may be less complex, less expensive and more comfortable and peaceful. I saw an article on this subject in a paper the other day. It was entitled "High Cost Of Living Hits Turkish Harems." It appears that in spite of the Koran's authorization of one man having four wives, the difficulty of maintaining even one wife is causing our friend the Turk to offer his surplus and probably less popular wives their liberty. According to this article, the Sultan, too, is feeling the pinch and is reducing his harem.

A new class of spinster woman is arising and making a struggle for political rights. I suppose if the price of silver continues to increase and the cost of living to go up, we shall see some big reductions in the establishments of our local Chinese merchant princes. From this a tendency towards reducing expenses will gradually spread and the work of missionaries and agitators against the buying and selling of women and against child slavery will be greatly assisted. Idealism, high principles and religion are weak subjects for a sermon, when compared with the practical and material aspect of reform.

At present I am trying to write a perfectly serious New Year article about my sex, and some gifted pianist has been inconsiderate enough to start playing the most fascinating and haunting dance tunes at the early hour of 10 a.m. I ask you what is to be done! All thoughts of women and their rights and men and their privileges fly like magic, and I am brought to earth and a consideration of the claims of humanity to be amused. There is one place we do not quarrel about sex disabilities in, and that is a ball-room. The only quarrel of the Hongkong ball-room is from the male side. Men predominate to such an extent in this place that the women and girls have it all their own way and the men complain that women are much too "Cock-a-hoopie"—if you know what that means.

They hate the advance-booking system, and the season partners are looked upon with suspicion and dislike by men who like an element of chance in their pleasure. All the fun of the chase is lost. Hunters who are looking forward to happy hunting on the 6th at St. George's Ball are doomed to disappointment, for I know that there will be very few disengaged dances or empty programmes on that occasion.

The new hotel at Repulse Bay has been the Mecca of all pilgrimages during these early days of 1920. The opening ceremony was performed by His Excellency the Governor and everybody who owned or could hire a car attended the function. The arrangements for the entertainment of the guests were all excellent and the whole of the proceedings went merrily and with a swing. The setting of the scene was beautiful—the lovely hills in the background, the beautiful bay, with here and there a launch or junk and the road leading to the hotel crowded with motor-cars. Innumerable small boys in a sort of glorified Buttons' livery jumping on to the steps of the cars as they were wanted, and the Chinese waiters all in white gloves—no detail was forgotten. Cheap Oriental labour controlled by an efficient and highly trained European brain made for the success of an entertainment which might easily have been dull and ordinary. The new venture has been launched with a flare of trumpets and unless Hongkong tires of its new toy its success should be assured, for every one is talking of the beauties and attractions of the Repulse Bay Hotel.

THE SCRIBBLER.

(*Continued at foot of next column.*)

INTIMATIONS

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Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Armchairs, Curios, Crockery and Glassware Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Tablecloths Hatstands and a long line of Sundries.

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A QUANTITY OF MISCELLANEOUS GOODS & EFFECTS

ALSO

Very best quality Woollen Blue Serge in very good condition 7 yards or 8 yards, suit lengths.
20 cases Lighthouse Brand Milk.
15 " Laundry Bar Soap.
An assortment of Biscuits, Toys and Sundries.

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The well-known Motor Boat
"WALLA WALLA I"
Particulars:—

Length	...	...	38 ft.
Beam	...	...	10 ft.
Hull	...	...	Teakwood.
Speed	...	...	9 Knots.
Motor	...	...	30 horse-power.

Astor Engine, practically new Fitted with Lavatory, Pantry, Cabin and folding table, Anchor, Chain Lifebuoy and all accessories on board.

The Motor Boat may been seen at any time at Blake Pier.

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SPECIAL

MUSICAL TEAS

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WISEMAN'S CAFE.

MISS SHIRLEY COOKE

and

MR. GEORGE GRAYSTONE

on

Wednesday, January 7th.

MISS SHIRLEY COOKE

and

MR. GEORGE TITCHENER

on

Friday, January 9th.

These popular Artistes of the "Vanity Fair" Co., will give selections from their repertoire between 5 and 6 o'clock.

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(For Account of the Concerned),
TO-DAY (TUESDAY),
January 6th, 1920, commencing at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
A few Lots of
Double hemstitched Sheets, Linen Damask Table Cloths, Turkish Face Towels, Bath Towels, Embroidered Bedspreads and Table Covers,
AND
One Wardrobe Trunk, two Bellow Valises and Suit Cases,
Two Prismatic Binoculars, Brass Jardinieres and Vases, Tennis Sets and Poles, &c., &c., &c.
(All are new Goods).
(Full Particulars from Catalogue).
Terms:—Cash.
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TO-DAY (TUESDAY),
January 6th, 1920, commencing at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
USEFUL HOUSEHOLD FURNITURE, GLASS, PLATED WARE, &c., &c.
And
A small Consignment of
INDIAN CARPETS and RUGS,
As follows:—
Large Tapestry-covered Chesterfield Sofas and Arm-chairs (new), Folding Card and Occasional Tables, Upholstered Suite, Teakwood Bedroom Furniture comprising Bedsteads, large and small Wardrobes, Dressing Tables, Washstands &c., (fumed Teakwood), Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro Plated Ware.
Electric Reading Lamps, Teakwood Screens, Sundry Blackwood Furniture, Blackwood Fire Screens, &c., Side Tables, Chairs, Cabinets, Pictures &c., Carpets new and second-hand, Curtains, &c.
ALSO
One Piano, One large Victrola, One Gas Cooker One Rickshaw, Tennis Balls, &c., &c.
(Full Particulars from Catalogue).
TERMS:—Cash.
HUGHES & HOUGH,
Auctioneers.

The Undersigned have received instructions from DR. EVAN JONES, to sell by Public Auction,
On WEDNESDAY,
January 7th, 1920, at 10.30 A.M., at his residence No. 114, The Peak,
THE
VALUABLE HOUSEHOLD FURNITURE &c., &c. &c.
therein contained,
As follows:—
Blackwood Hall Table, Settee and Stands, Chesterfield Sofa and Arm-chairs, Occasional Chairs (Powell make), finely carved Cherrywood Desk, Blackwood Cabinets, Chairs, &c., several lots of Curios, Brass Vases, Incense Burners, &c., Electric Standard Lamps and Table Fans, Teakwood Buffet Extension Dining Table and Chairs, Glass Cabinets and Card Table, Glass and Crockery Ware, White Enamelled Twin Bedsteads, Bedroom Suite (Powell make), Singer Treadle Sewing Machine, Hotroom Cupboards, &c. large Enamelled Bath, Lavatory Basins, Toilets, &c., Pantry and Kitchen Utensils.
ALSO
Several lots of Maiden Hair Fern, a fine assortment of Pot Plants, Wood and Porcelain Flower Stands, Sunblinds, Electric Ceiling Fans and Fittings.
(Particulars from Catalogue).
On view from Tuesday, 6th inst at 2 P.M.
TERMS:—Cash.
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The Undersigned have received instructions to sell by Public Auction,
(For Account of the Concerned),
On SATURDAY,
January 10th, 1919, at 10.30 A.M., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
A QUANTITY OF
Dress Materials, Flannel and Flannelette, Serge, Alpacca, &c., &c., Blankets, Counterpanes, Hosiery, Children's Suits, Jerseys, Handkerchiefs, &c.
ALSO
Several Sets of Lady's Furs and a number of Fur Rugs, Travelling Rugs.
Terms:—Cash.
HUGHES & HOUGH,
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The Undersigned have received instruction to sell by Public Auction,
(For Account of the Concerned),
On MONDAY,
January 12th, 1920, commencing at 10.30 A.M., at No 38, the Peak,
THE
VALUABLE HOUSEHOLD FURNITURE &c., &c. &c.
therein contained,
As follows:—
Large Teakwood Hallstand, Hall Carpet and Rugs, Upholstered Teak Arm-Chairs, Sofa and Corner Seat by Powell, Brass Standard Lamps, Extension Dining Table and Chairs, Marble-top Sideboard and Dinner Waggon, Sundry Glassware, &c. Teakwood Twin Bedsteads, Large and Small Wardrobes, Dressing Table, Chest of drawers, (Powell make) Teak and Iron Cots, and Nursery Furniture, Pantry, Kitchen and Bathroom Utensils including a large Dinner Service and Ice Chest (Lane Crawford make)
ALSO
Piano by Derner & Sohn, Stuttgart, Oscillating Fans, Garden Tools and Mower, Pot Plants including several lots Maiden Hair Fern, Electric Fittings.
(Full Particulars from Catalogue).
On view from Sunday 11th inst. at 2 P.M.
Terms:—Cash.
HUGHES & HOUGH,
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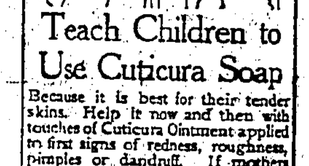
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THE MENACE OF INDIGESTION

to the General Health should neither be ignored nor treated lightly. It is always wise to regard Indigestion as a serious menace—for this it is, most undoubtedly. Do not therefore dismiss a stomach ailment with the words:—"It is only indigestion!" Think of what it might lead to. For it happens that neglect of this ailment in some cases has serious results. A simple remedy—yet one which has been proved times out of number for many years past to be safe and sure—is Beecham's Pills. This popular medicine should always be taken as soon as any symptoms of digestive derangement make their appearance. The signs are well known. They include:—biliousness, constipation, flatulence, headache, failing appetite and other familiar forms of indigestion. Be prompt to deal with such troubles. Do not allow them to gain a hold upon you. Remember that these symptoms do really matter. Adopt the best defensive measure against the menace of indigestion to Good Health by taking

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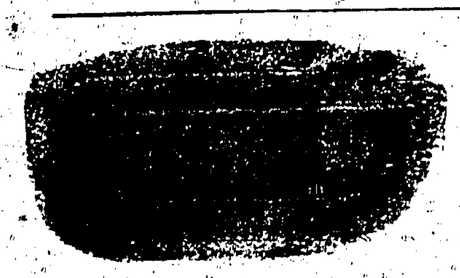
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TIME MEANS MONEY



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72

COMING OIL AGE

RAILWAY AND SHIPPING DEVELOPMENTS.

An article in the *Morning Post* as to the changes which may eventually result from the adaptation of the internal combustion engine to the locomotive has aroused a considerable amount of attention, says a correspondent.

He writes: While the possibilities of the successful experiments are generally recognised, it is widely held that developments may not come so quickly in this country as might be the case were we less fortunately circumstanced in regard to coal supplies. Our coal, so long as the miners of the land deign to win it, will constitute a strong rival for railway fuel, from the fact that it is a home product, and that to replace it by oil would entail a tremendous expense in the establishment of supply depots up and down the lines.

The saving of space and labour on each locomotive was considered by an expert yesterday not to be of so much consideration, taken in conjunction with cost and freight, as to balance the outlay in which a general change from coal to oil would involve our railway systems. The view was expressed that quicker developments in this respect may be looked for in those countries which number oil among their natural resources, and which are largely dependent for coal upon imports.

ADVANTAGES TO SHIPPING.

There is a feeling that so far as this country is concerned greater progress will be recorded in shipping in the displacement of coal by oil fuel than in the case of railways. With tonnage the advantages are thought to be greater and more apparent than with trains. Oil fuel on ships means a larger amount of space available for cargo; it entails a smaller engine-room complement; it is cleaner to work, and saves a very appreciable amount of time in bunkering. Moreover, oil fuel is calculated to add one knot to the vessel's speed by reason of the regularity and efficiency of the automatic feed. Incidentally, it may be mentioned that the only ocean-going vessels which were able to get clear away from United States ports during the recent strike and proceed direct to their destinations were running on oil

ADAPTING BIG VESSELS.

An announcement that the White Star liner *Olympic*, the largest British-owned steamer, is to be fitted with an oil-burning installation is but a single—although a notable—indication of a trend in shipping that has been going on for some time, and which promises to continue in an increasing degree. This is but one of many big contracts which have been entered into, or are contemplated, involving the use of oil on British steamers. These provide for oil-burning in place of coal consumption, the existing engine-room equipment lending itself to that form of change rather than to the installation of the internal combustion type. In the case of new vessels there is a growing tendency to instal the Diesel engine, even in craft of considerable size, the advantages of the internal combustion method of propulsion having gained for it of late many friends in mercantile shipping circles.

PORT DEVELOPMENTS.

With the marked increase in the number of oil-driven ships of the Mercantile Marine, the question of bunkering has called for close attention at quite a number of our home ports; at many of the United States ports and here and there elsewhere depots have been established for some time now from which vessels are bunkered with oil fuel by means of pipe lines. Considerable additions to these may be looked for in the near future, particularly in this country. All the important docks and harbours authorities are recognising that if they are to maintain their positions and enhance their prosperity, provision will have to be made, where it does not already exist, for storing petroleum products from which ships can be bunkered. Some of these authorities are regarded as being somewhat dilatory in this respect, but it is considered that the enterprise of rival ports will not be without a stimulating effect. Belfast is engaging much attention as a centre for oil fuel depots.

OCEAN OIL-FUEL STATIONS.

Bunkering at ports of destination is only one phase of the oil fuel problem. Chains of coaling stations throughout the world have enabled steamers to replenish supplies on their voyages across the ocean highways. It is necessary that oil-driven steamers should have similar facilities, and to ensure these very great developments are taking place in the installation of oil fuel stations, which will serve a similar purpose for vessels burning oil, as do the stations at Las Palmas, Aden, Singapore, Colon, etc., in the case of coal consuming steamers.

SOURCES OF SUPPLY.

The fact must not be lost sight of that with the coming of the oil age the use of coal as a motive power is not in danger of being eclipsed. Both have their spheres of value, and where these are mutual the questions of cost and adaptability will determine the choice. One point has to be made clear—that the world's supplies of oil are enormous and capable of tremendous expansion. Mexico, in spite of her troubled past and uncertain future, has in the last few years developed its oil resources very rapidly, and is rivalling her northern neighbour. Supplies have also materially increased from the Persian Gulf, the East Indies, Trinidad, Argentina (where the Comodoro Rivadavia wells are regarded as extremely promising), and other lands where oil deposits have been worked during the war. In many oil-bearing countries exports can be materially increased by the installation of efficient plant and with the provision of tank steamers to carry supplies. Some of the modern tank steamers are of such dimensions as to carry cargoes of 15,000 to 20,000 tons.

THEATRE ROYAL.

Owing to steamer arrangements the performances announced by the "Vanity Fair" Company for Friday and Saturday of next week will not now take place. The Management of the Russian Grand Opera Company have pleasure in announcing that they have taken over from Mr. Warwick the two days mentioned above and intimate that they will present "Aida" on the Friday and "Traviata" on the Saturday. Tickets already purchased for Monday, when "Aida" was to have been given will be good for the Friday, but if desired they can be exchanged.

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RUSSIAN GRAND OPERA Co.
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SOLOISTS, CHORUS, ORCHESTRA & BALLET.
TEN PERFORMANCES ONLY
Beginning from JANUARY 9th,
at 9.15 p.m.

Jan. 9th—AIDA.
" 10th—TRAVIATA.
" 12th—GIOCONDA.
" 13th—RIGOLETTO.
" 14th—CARMEN,
" 15th—TOSCA.
" 16th—FAUST.
Jan. 17th—CAVALLERIA RUSTICANA and PAGLIACCI,
" 19th—MADAME BUTTERFLY.
" 20th—LA BOHEME.
" 21st—IL TROVATORE.

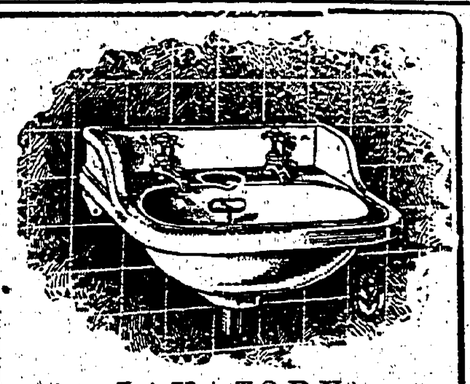
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CLOSET.

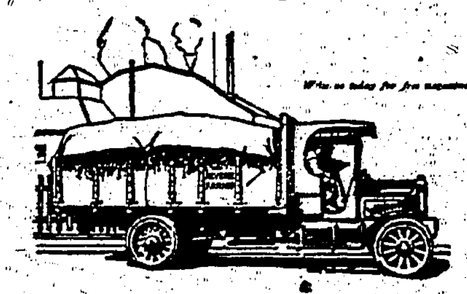


LAVATORY.
Everything in the Domestic and Sanitary Engineering Line. Make your home comfortable and Sanitary. We can give you prices to suit.

Manufacturers' Representative:
UNION ENGINEERING CO., LTD.,
Offices and Show Rooms. 13, Chater Road.

125

Is Your Delivery Cost Too High?



Cutting down delivery cost is not a matter of getting the cheapest lorry, but the one whose cost per ton mile is the lowest. Thoughtful lorry buyers generally turn to the Federal Motor Lorry, because it is scientifically designed to give the most economical service on a ton-mile basis.

Being built of rigidly tested materials, it will stand the most gruelling travel without breakdowns. Its abundance of power makes for performance under the hardest of road conditions.

The Federal Motor Lorry will give you a quick, inexpensive and dependable trucking service. Investigate for yourself.

SHEWAN, TOMES & CO.,
Hongkong.

Federal Motor Truck Company
Factory—Detroit, Mich., U. S. A. Foreign Dept.—18 Broadway, New York, U. S. A.

FEDERAL

88

KAPSDRY FOR MOTOR HOODS
(TRADE MARK) AND
RHINOHYD COMMERCIAL HOODS AND AGRICULTURAL SHEETS
THE Exact Materials used by BRITISH WAR OFFICE for their WATERPROOF COVERS
ALSO
ALL MOTOR BODY FITTINGS
Write for List to—
G. JOHNSTON, 9, Broad Street, Bloomsbury
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95

SEAMEN'S INSTITUTE.
21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories. Motor Launch "Dayspring."

78

HALF A CENTURY REPUTATIONS
DR. LE CLERC'S PILLS FOR THE LIVER & KIDNEYS
Invaluable for diseases of these important organs, Gravel, Pains in the Back, Gout, Rheumatism, &c. Price 2s., leading Chemists, or post free. DR. LE CLERC MED. CO., HAVERSTOCK ROAD, NW., LONDON, ENGLAND. Depots: Paris, 13, RUE CARTELLIGNE; New York, 90, BEEKMAN STREET; Toronto, LYMANS, LTD.; Australia, ELLIOT BROS., Sydney and Melbourne; NEW ZEALAND DRUG CO., Auckland, Christchurch, Dunedin, Wellington; India, E. K. PAUL & CO., Calcutta.

70

WISEMAN, LTD.

SPECIAL
TEA DANCE
on
Thursday, January 8th.
AUGMENTED
ORCHESTRA
with all the latest Jazz
Instruments from America.
Dance Tickets 50 cents each.

Tables may be booked.

D. M. GOODALL,
Manager.

FOR SALE

Asiatic, Foreign and Colonial
POSTAGE
STAMPS
and all kinds of
PHILATELIC GOODS.

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FLAG AND SAILMAKER.
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Top Floor,
HONGKONG.
TELEPHONE No 1833. 61

DAIRY FARM NEWS
OUR BUTCHERY DEPARTMENT
Can supply all your requirements in Australian and Local Meats
RABITS, HARES, HAMS, BACON, SAUSAGE, CORNED BEEF & PORK, etc: etc.,
OUR THIS WEEK'S SPECIALITY
CAMBRIDGE SAUSAGES.
TRY THEM!
THE DAIRY FARM & ICE COLD STORAGE CO., LTD.
55

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1, for Maladies Caturrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses. SOLDBY LEADING CHEMISTS. PRICE IN ENGLAND 2s. Dr. LE CLERC MED. Co., Haverstock Rd., N.W. 5, London. BEWARE THAT THE TRADE-MARKED WORD 'THERAPION' IS ON EACH BOTTLE. GOVT. STAMP AFFIXED TO GENUINE PACKETS.

86

GRIMAULT'S SYRUP OF HYPOPHOSPHITE OF LIME FOR STUBBORN COUGHS BRONCHITIS WEAK LUNGS CATARRH CONSUMPTION

SHIPPING NEWS.

ARRIVALS.

January 4th.

Haiyang, British str., 1,369 tons, Capt. Passmore, from Saigon, with a cargo of rice.—Douglas Lapraik & Co.

Lumina, British str., 3,732 tons, Capt. Gordon, from Amoy, in ballast.—Standard Oil.

Nagata Maru, Japanese str., 311 tons, Takahashi, from Foochow, in ballast.—A. P. & Co.

Quinneyang, American str., 997 tons, Capt. Medina, from Swatow, with a general cargo.—Douglas Lapraik & Co.

Sinkiang, British str., 1,616 tons, Capt. Barkus, from Shanghai and Amoy, with a general cargo.—B. & S.

Sumatra Maru, Japanese str., 1,219 tons, Capt. Obyama, from Kobe and Moji, with a general cargo.—O.S.K.

Telamon, British str., 2,848 tons, Capt. Glossop, from Liverpool and Singapore, with a general cargo.—B. & S.

January 5th.

Alicorne, Chinese str., 308 tons, Capt. Leung Hong, from Hoihow, with a general cargo.—Chint On & Co.

Astrai, American str., 5,195 tons, Capt. Anderson, from San Francisco, with a cargo of case oil.—Standard Oil Co.

Chuen On, Chinese str., 235 tons, Capt. Chan Tso, from Macao, with a general cargo.—Yan Tai.

Drafyar, Norwegian str., 1,102 tons, Capt. Hjorth, from Haiphong, with a cargo of rice.—Thoresen & Co.

Hsin Kong, Chinese str., 1,282 tons, Capt. Bains, from Shanghai, with a general cargo.—C. M. S. N. Co.

Kashing, British str., 1,228 tons, Capt. Blackburn, from Canton, in ballast.—B. & S.

Loongsang, British str., 1,093 tons, Capt. Simpson, from Manila, with a general cargo.—J. M. & Co.

Nissin Maru, Japanese str., 681 tons, Capt. S. Shioshita, from Keelung, with a cargo of coal.—Fukukawa.

Shantung, British str., 1,560 tons, Capt. Monkman, from Canton, with a general cargo.—B. & S.

Shofuku Maru, Japanese str., 2,110 tons, from Singapore, with a general cargo.—Sato.

Somali, British str., 4,193 tons, Capt. S. E. Warner, from London, with a general cargo.—P. & O.

Sui Sang, British str., 1,776 tons, Capt. Fraser, from Saigon and Haiphong, with a cargo of rice.—Wo Fat Shing.

PASSENGERS.

ARRIVAL.

Per s.s. *Somali*, on January 5th:—Mrs. McAnish, Miss H. Bone, Miss J. A. Davis, Mrs. Nightingale, Mr. J. Kirkby, Mr. Langford, Surgn.-Lt. J. Pace, Mr. and Mrs. G. Hill, Mr. and Mrs. Bickford, and Mr. E. H. Sharp.

DEPARTURES.

Per s.s. *Kashgar*, on January 4th.:—Hon. Mr. O. McI. Messer, O.B.E., Mr. and Mrs. G. L. Platt, Mrs. and Miss Holworthy, Mr. J. W. Wright, Mrs. I. Balean, Mr. E. J. Machado, Miss F. Machado, Sergt. A. D. M. Ferreira, Sergt. A. A. de Carvalho, Miss M. McFie, Miss Hardman, Mr. and Mrs. J. H. M. Campbell, Mr. W. S. Wheaton, Miss J. Archibald, Eng.-Comdr. W. W. Reed, R.N., Mr. and Mrs. W. R. Neighbour, Mr. and Mrs. H. Hancock, Miss E. Nettleton, Mr. Coleman, Miss N. M. Stabb, Mr. J. A. Machado, Sergt. and Mrs. S. J. Lopes, Sergt. and Mrs. M. F. Dias, Mrs. H. da Cruz, Miss N. McFie, Mr. C. E. J. Barbour, Mr. M. Tingley, Mr. A. L. Roe, Mr. H. W. Kelley, Mr. R. W. Bearne, Lieut.-Col. C. L. Mayhew, Miss M. Crow, Miss Johnson, Miss R. Gurgi, Mr. H. Parker, Miss A. Machado, Mr. and Mrs. M. P. de Magalhaa, Mr. D. A. Roza, Mr. D. G. W. Aimers, Mr. and Mrs. A. G. Connor, Mr. and Mrs. Oxnard, Mr. J. P. Evans, and Mrs. H. J. Chisholm.

CLEARANCES.

January 3rd.

Ayapenor, for Shanghai.
Amakusa Maru, for Keelung.
Chicago Maru, for Tacoma.
Fan Sang, for Saigon.
Grace Dollar, for New York.
Haiping, for Hoihow.
Hob Canton, for Kwong Chow Wan.
Hopsang, for Canton.
Ida, for New York.
Kaiping, for Haiphong.
Kashgar, for London.
Kwok Man Hing, for Canton.
Linan, for Singapore.
Madras, for Kobe.
Shantung, for Canton.
Sui Fiek, for Shanmi.
Tai Sang, for Singapore.
Tungshing, for Haiphong.
Yuen Sang, for Manila.

January 4th

Chung Hing, for Swatow.
Hong Wan I, for Swatow.
Kwangse, for Shanghai.
Tean, for Shanghai.

January 5th.

Haitan, for Singapore.
Hsin Tak, for Shanghai.
Hsin Kong, for Canton.
Jade, for Haiphong.
Kashing, for Hongay.
Liang Chow, for Bangkok.
Lok Sang, for Haiphong.
Lumina, for Balikpapan.
Nagata Maru No. 28, for Amoy.
Nichivan Maru, for Hongay.
Nissin Maru, for Keelung.
Sinkiang, for Canton.
Sumatra Maru, for Buenos Aires.
Telamon, for Shanghai.
Tjilaroem, for Batavia.

SHIPPING MOVEMENTS.

The P. & O. Co.'s s.s. *Nagoya* left Singapore for this port on the 4th instant at 4 p.m., and is due here on the 9th instant about 4 p.m.

The N.Y.K. s.s. *Wakamatsu Maru* (Bombay line) left Moji on January 4th, and is expected here on January 9th.

The N.Y.K. s.s. *Tama Maru* (Bombay line) left Bombay on January 3rd, and is expected here on January 24th.

The s.s. *Katori Maru* (American line) left Manila yesterday, and is expected here to-morrow.

WEATHER REPORT.

January 5th at 12 M.—No returns from Vladivostock or Japanese stations.

Pressure changes since yesterday are small.

A strong anti-cyclone remains central to the north of the lower Yangtse Valley.

Strong monsoon will continue along the south-east coast of China and over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 0.00 inches, against an average of 0.12 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	N.E. winds, strong; fine.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamocks	The same as No. 1.
South Coast of China between Hongkong and Hainan	The same as No. 1

FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

41

KONINKYLKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched on **January 26th, 1920.**

TO SINGAPORE PENANG AND BELAWAN DELI.

This vessel offers excellent cabin accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574. Agents. 84

FOR NEW ORLEANS.

THE U.S. SHIPPING BOARD

S.S. "ASKA WAKE"

About Middle MARCH, 1920.

For freight space and particulars apply to:—

THE ADMIRAL LINE.

Agents.

Telephones. 8th Floor.
2477 & 2478. Hotel Mansions.

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N. Y. K.

NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU (omitting Manila) Wednesday, 21st Jan., at 11 a.m.
SUWA MARU (omitting Manila) Monday, 23nd Feb., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KITANO MARU Friday, 9th Jan., at Noon.
INABA MARU Friday, 23rd Jan., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Middle of Jan.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, SAN Francisco, Panama & Colon.

TOKUSHIMA MARU Sunday, 4th January.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

WAKAMATSU MARU (Bombay direct ... Saturday, 10th January.
NAGANO MARU Sunday, 11th January.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Saturday, 16th Jan., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

EXTRA SERVICES (Marseilles, L'pool, Antwerp, R'dam H'burg etc.)

PENANG MARU (Marseilles & Liverpool) ... Wednesday, 7th Jan.
TOYAMA MARU (London, Antwerp & Hamburg) ... Middle of January.

For further information apply to— **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293 S. YASUDA, Manager 5

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" AND "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "COLOMBIA" Wednesday, Jan. 28th, 1920.
S.S. "VENEZUELA" Feb. 25th, 1920.

ALSO

The following U.S. Shipping Board vessels:

	Sails from San Francisco	Due to sail from Hongkong
S.S. "WEST INSKIP"	Oct. 25th, 1919	Jan. 8th, 1920.
S.S. "WEST CONOB"	Nov. 1st, 1919	Jan. 28th, 1920.

Cargo accepted on through Bills of Lading to Baltimore, Havana, Centra and South American ports.

For further information apply to—
PACIFIC MAIL S.S. CO., Alexandra Building, Chater Road
Telephone 141. Cable Address "SOLANO." 37

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

STRAITS & CALCUTTA	"KUMSANG"	Wed.	7th Jan., 3 p.m.
SHANGHAI via NINGPO	"HOPSANG"	Thurs.	8th Jan., Daylight
HAIPHONG via HOIHOW	"TAKSANG"	Fri.	9th Jan., 8 a.m.
MANILA	"LOONGSANG"	Fri.	9th Jan., 3 p.m.
KOBE	"FOOKSANG"	Fri.	9th Jan., 5 p.m.
STRAITS & CALCUTTA	"YATSHING"	Sat.	10th Jan., 3 p.m.
STRAITS & CALCUTTA	"LAISANG"	Tues.	13th Jan., 3 p.m.
KOBE	"KWAISANG"	Sat.	17th Jan., 5 p.m.
SANDAKAN	"HINSANG"	Sat.	24th Jan., Noon.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kuadat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

For Freight or passage apply to—
JARDINE, MATHESON & CO., LTD.,
Telephone No. 215. General Managers. 6

CPOS

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki ("Moji), Kobe & Yokohama)

Steamers	From Hongkong	Due Vancouver
* Monteagle	Jan. 3	Jan. 28
Empress of Japan	Jan. 26	Feb. 16
Empress of Asia	Jan. 22	Feb. 9
Empress of Russia	Mar. 11	Mar. 29
Empress of Japan	Mar. 29	Apr. 19
* Monteagle	Mar. 16	Apr. 10
Empress of Asia	Apr. 8	Apr. 26
Empress of Russia	May 6	May 24
Empress of Japan	May 26	June 16
* Monteagle	May 19	June 13
Empress of Asia	June 3	June 21
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
* Monteagle	Aug. 2	Aug. 27

Passages Fares Hongkong to United Kingdom.

EMPRESS of RUSSIA 16,350 Tons Reg. / EMPRESS OF ASIA 16,850 Tons Reg. — Gold $553
EMPRESS OF JAPAN 6,000 Tons Reg. / MONTEAGLE 6,163 Tons Reg. — Gold $435

Fares & Sailings Subject to change without notice.

For Fares and other information please apply
HONGKONG OFFICE
Telephone 788. Cable address: CACANPAC

CANADIAN PACIFIC OCEAN SERVICES

60

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES, TIMOR, PORT DARWIN AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
† * "TAIYUAN" ...	January 8th.	January 13th.
* "CHANGSHA" ...	February 2nd.	February 7th.

SAILINGS SUBJECT TO ALTERATION.

† Omitting Manila Southward
* For Sydney Only

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand & Tasmanian Ports.

For freight or passage apply to— BUTTERFIELD & SWIRE, Agents. 124

GLEN AND SHIRE

Joint Service of Steamers

U.K., STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENAVY"	5th Jan.
"GLENSTRAE"	9th Jan.
"GLENARIFFE"	22nd Jan.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENSPEY"	24th January	LONDON
"GLENAMOY"	28th January	GENOA & ANTWERP
"GLENAVY"	7th February	GENOA
"GLENSTRAE"	8th February	LONDON
"GLENARIFFE"	21st February	GENOA & ANTWERP

Movements are subject to change without notice.
For freight or further particulars please apply to:—
Jardine, Matheson & Co., Ltd.,
AGENTS: The Glen Line, Ltd: The Royal Mail Steam Packet Co: Owners of "Shire" Line.
Tel. No. 215, sub. ex. 23. 16

Cable Address
Kawakisen, Kobe.
Bentley's, A.B.C. 5th Ed.
and Scott's Codes.

Telephone: Sannomiya
3844, 3933.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

President: Mr. Y. KAWASAKI.
Vice-President: Mr. S. MATSUDAIRA.
Managing Director: Mr. MASAYA ABE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,
No. 8, BUND, KOBE.
122

AMERICAN & ORIENTAL LINE

For NEW YORK via Panama Canal
S.S. SUVERIC" sailing about end of January.

ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

&

UNITED KINGDOM AND CONTINENT.

LONDON	"ST. FRANCIS"	20th January.
LONDON	"MATOPPO"	15th February.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.
or to Reiss & Co., Canton.
33

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SWATOW and BANGKOK	"LIANGCHOW"	On 6th Jan., 9 A.M.
HONGAY	"KASHING"	On 6th Jan., 10 A.M.
SWATOW & SHANGHAI	"SHANTUNG"	On 6th Jan., Noon.
SHANGHAI	"SINKIANG"	On 8th Jan., Noon.
SHANGHAI & TSINGTAO	"CHENAN"	On 10th Jan., 4 P.M.
HAIPHONG	"HANGCHOW"	On 12th Jan., 10 A.M.
MANILA, CEBU & ILOILO	"TAMING"	On 20th Jan., 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.
Telephone 36. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"QUINNEDAJO"	Capt. J. Mc...s ...	TUESDAY,	6th Jan., at Noon.
"HAICHING"	... Capt. A. H. Ste...n	TUESDAY,	13th Jan., at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.
3

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD).

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD).

Sailings from Hongkong.

"KNIGHT TEMPLAR" ...	... via Suez ...	5th Jan.
"OANFA"	... via Suez ...	15th Jan.
"ATREUS"	via Suez ...	28th Jan.
"ARIOSTO" ...	... via Suez ...	10th Feb.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.
Subject to change without notice.
For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON REISS & CO., CANTON.
114

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA INCLUDING NEW ZEALAND & QUEEN LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"KASHGAR"	9,000	4th Jan.	Marseilles & London d rect.
"DUNERA"	5,600	12th Jan.	Straits, Ceylon, Bombay.

BRITISH INDIA-APCAR SAILINGS (South)

"JAPAN"	6,600	6th Jan.	Straits, Rangoon & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,000	25th Jan.	Sandakan, Thursday Island, Queensland Ports and Sydney.
"EASTERN"	4,000	11th Feb.	

SAILINGS TO SHANGHAI & JAPAN

"SOMALI"	6,700	7th Jan. Night	Shanghai, Kobe & Yokohama.
"NAGOYA"	4,800	20th Jan. Noon.	Shanghai & Kobe.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2½ft. x 2ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
Agents.
22, Des Voeux Road Central, HONGKONG. 1

THE ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe).

"EDMORE"	About	Jan. 8th.
"CITY OF SPOKANE"	About	Jan. 8th.
"ICONIUM"	About	Jan. 27th.
"GROSSKEYS"	About	Feb. 1st.
"WHEATLAND"	About	Feb. 15th.

For PORTLAND direct.
(Calling at Shanghai and Kobe).

"WAWALONA"	About	Jan. 9th.
"ABERCOB"	About	Mar. 5th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.
TELEPHONES 2477 & 2478. Fifth Floor, HOTEL MANSIONS.
82

FOR NEW YORK DIRECT.

PRINCE LINE FAR EAST SERVICE

S.S. "ARABIAN PRINCE"
Via SUEZ 15th January.

S.S. "MOORISH PRINCE"
Via SUEZ 15th February.

Steamers proceed via SUEZ CANAL or PANAMA CANAL at Owners' option

For freight and further particulars, apply to—

SHEWAN, TOMES & CO.,
Agents.
140

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SHINYO MARU	22,000	... Jan. 15th.
IBERIA MARU	20,000	... Jan. 30th. (from Kobe).
* PERSIA MARU	9,000	... Feb. 3rd.
KOREA MARU	20,000	... Feb. 23rd
TENYO MARU	22,000	... Mar. 11th.

* Omitting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO N PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,200	... Jan. 9th, 1920
ANYO MARU	18,500	... Mar. 13th. "
SEIYO MARU	14,000	... May, 11th. "

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free of charge.

For all information as to rates, sailings, etc., apply to—

T. DAIGO, Manager,
King's Building.
Telephone 2374 and 2376 35

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	"POETHOS" ... 20,000 ... "AMAZONE" ... 10,000 ... PAUL LECAT" ... 16,000	On or about 16th Jan. 1920 On or about 29th Jan. On or about 25nd Feb.
MARSEILLES VIA SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID		
SHANGHAI	"SCHARNHORST" (Chartered) On or about 13th Jan. 1920.	

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building
Telephone 740. 2

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"BORNEO MARU"	Saturday, 10th January.
"ATLAS MARU"	Beginning of February.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO SANTOS, MAURITIUS DURBAN and CAPE TOWN via SINGAPORE.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU"	Middle of January.

SAIGON, BANGKOK SINGAPORE—Regular Monthly service

"UNNAN MARU"	Monday, 1st February.

SYDNEY, MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"TAMON MARU"	Middle of January.

VICTORIA VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

MANILA MARU	Sunday, 18th January.

JAPAN PORTS—Moji, Kobe Yokkaichi, Yokohama.

KEELUNG via SWATOW, AMOY — These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

"KAIJO MARU"	Sunday, 11th January.

For TAKAO via SWATOW and AMOY.

"SOSHU MARU"	Thursday, 15th January.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager.
Tel. No. 744 and 745. No. 1, Queen's Building. 21

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" "CHINA" "NILE"
15,000 tons. 10,200 tons. 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING"	"CHINA"	"NILE"
Jan. 13th 1920.	Jan. 31st, 1920.	Mar. 2nd.

An unsurpassed high-class passenger service.

O. H. RITTER Freight and Passenger Agents.
Ice House Street
Prince's Buildings. 36

POST OFFICE NOTICE.

A telegram has been received from the G.P.O. London stating that there are no restrictions on the importation of sugar by parcel post into the United Kingdom and that no parcels of sugar recently sent from Hongkong have been confiscated.

A direct exchange of Money Orders with the Republic of China has come into operation on 1st inst.

The Money Order Service with the Philippine Islands has been resumed on the 1st inst.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Straits	*Gregory Apcar*	6th Jan.
Bombay	*Yamagata Maru*	6th Jan.
Shanghai	*Tokushima Maru*	7th Jan.
Manila, Canada and U.S.A.	*Shinyo Maru*	7th Jan.
Europe (via Negapatam)	*Fooksang* ...	7th Jan.
Straits	*Iyo Maru*	7th Jan.
Japan	*Japan* ...	7th Jan.
Shanghai	*Kitano Maru* ...	8th Jan.
Japan	*Wakamatsu Maru*	9th Jan.
Straits	*Nishin Maru* ...	9th Jan.
Straits	*Umta*	10th Jan.

OUTWARD MAILS

For	Per	Date
*Swatow and *Bangkok	*Liongchow* ...	Tuesday, 6th, 8.00 A M
Macao	*Sui Tai* ...	Tuesday, 6th, 8.30 A M
Hoihow and Haiphong	*Tai Sie Wa* ...	Tuesday, 6th, 11.00 A M
Swatow, Amoy and Foochow ...	*Quinnebaug* ...	Tuesday, 6th, 11.00 A M
*Shanghai and *North China... ...	*Shantung*... ...	Tuesday, 6th, 1 1.00 A M
Fort Bayard	*Wa Sun*	Tuesday, 6th, 100 P M
Straits, Bangkok, *Ceylon, *Bombay and Aden	*Halvard*	Tuesday, 6th, 4.00 P M
Macao	*Chowchow* ...	Tuesday, 6th, 4.30 P M
Formosa via Keelung ...	*Nis in Maru* ...	Tuesday, 6th, 5.00 P M
*Shanghai and *North China	*Telamon*	Tuesday, 6th, 5.00 P M
Hoihow and Haiphong ...	*Chong Yu* ...	Tuesday, 6th, 5.00 P M
Shanghai, N. China and Japan via Moji ...	*Somali* ...	Tuesday, 6th, 5.00 P M
Canada, United States, Central and South America & *Europe via San Francisco	*Astral*... ...	Registration 5.00 P M Letters ... 5.00 P M
...	*Sui An* ...	Wednesday, 7th, 8.30 A M
...	*Chowchow* ...	Wednesday, 7th, 4.30 P M
...	*Sui Tai* ...	Thursday, 8th, 8.30 A M
...	*Sinkiang* ...	Thursday, 8th, 11.00 A M
...	*Chowchow* ...	Thursday, 8th, 4.30 P M
...	*Sui An*	Friday, 9th, 8.30 A M
...	*Kiyo Maru* ...	Friday, 9th, 11.00 A M
...	*Loongsang* ...	Friday, 9th, 3.00 P M
...	*Fooksang* ...	Friday, 9th, 4:00 P M
...	*Chowchow* ...	Friday, 9th, 4.30 P M
...	*Nagoya* ...	Saturday, 10th, 10.00 A M
Philippine Islands	*Nelcus* ...	Saturday, 10th, Registration 9.45 A M Letters 10.30 A M
Japan via Kobe	*Sui Tai* ...	Saturday, 10th, 1.30 P M
Macao	*Chenan* ...	Saturday, 10th, 3.00 P M
Shanghai and North China... ...	*Chowchow* ...	Saturday, 10th, 4.30 P M
Macao	*Sui An* ...	Sunday, 11th, 8.30 A M
Haiphong	*Hangchow* ...	Monday, 12th, 9 00 A M
Swatow, Amoy and Foochow	*Haiching* ...	Tuesday, 13th, Noon
Philippine Islands	*Taming* ...	Tuesday, 20th, 2.00 P M

*Correspondence bearing vessel's name, only.

LLOYD TRIESTINO

S.S. "AFRICA"

SHANGHAI AND JAPAN

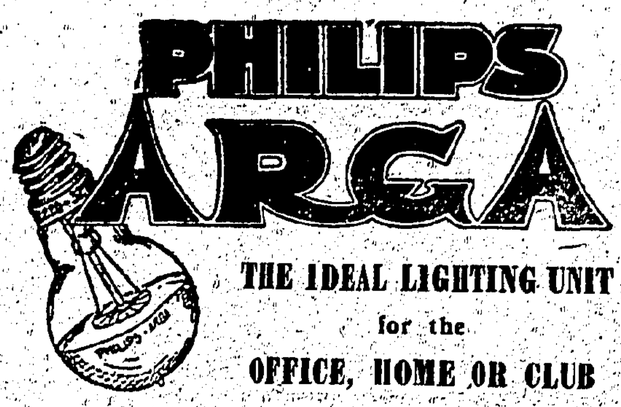
Sailing on or about 28TH JANUARY, 1920.

Carrying 1st, 2nd and 3rd Class Passengers.

For freight and passage apply to—

DODWELL & CO., LIMITED,
Agents.

10



THE IDEAL LIGHTING UNIT

for the

OFFICE, HOME OR CLUB

A drawback to the domestic use of the Watt lamp has been that until quite recently they could only be made and used economically in large candle powers.

This problem has been solved in the "ARGA," which we now present for your trial and certain approval.

Supplied in 25 and 32 Candle-Powers. PRICE 50 cts. each.

Special prices given for large quantities.

WM. C. JACK & CO., LTD.,

14, DES VOEUX ROAD CENTRAL, HONGKONG. [20

COMMERCIAL.

OPENING QUOTATIONS.

On London.—	January 5th.
Telegraphic Transfer	4/11
Bank Bills, on demand	4/11
Bank Bills, at 30 days' sight	4/11
Bank Bills, at 4 months' sight	4/11
Credits, at 4 months' sight	4/11
Documentary Bills, 4 months' sight	4/11
On Paris.—	
Bank Bills, on demand	—
Credits, at 4 months' sight	10.0
On New York.—	
Bank Bills on demand	91
Credits, at 60 days' sight	91
On Bombay.—	
Telegraphic Transfer	210
Bank Bills, on demand	—
On Calcutta.—	
Telegraphic Transfer	210
Bank Bills, on demand	—
On Shanghai.—	
Bank Bills at sight	nom.
Private, 30 days' sight	—
On Yokohama.—On demand	186
On Manila.—On demand—Peso	196
On Singapore.—On demand	209
On Batavia.—On demand	243
On Haiphong.—On demand	nom.
On Saigon.—On demand	nom.
On Bangkok.—On demand	nom.
Sovereigns, Bank's Buying Rate	$ 4.00 n.
Gold Leaf, 100 fine, per tael	$33.40
Bar Silver, per oz.	76d.

Subsidiary Coins.

	Per cent.
Hongkong...20 cents piece	...$0.00 Discount
Hongkong...10 "	... 0.45 Premium.
Canton 20 "	... 5.10 "
Canton 10 "	0.00 "

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the Hongkong and Shanghai Banking Corporation
N. J. STABB,
Chief Manager.

Hongkong November 2nd 1919. 3

THE BANK OF TAIWAN, LIMITED
(Taiwan Ginko).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed Yen 60,000,000
Capital (Paid-up) „ 37,500,000
Reserve Funds „ 7,030,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tokyen, Ako.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London, County, Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager,
Hongkong Branch.
2, Des Voeux Road, Central.
Hongkong, November 1st, 1919. 42

THE BANK OF EAST ASIA LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital $2,000,000.00

Directors:
Mr. Pong Wai Ting, Chairman.

Mr. Chow Shou Son,	Mr. Kan Ying Po.
Mr. Li Koon Chun,	Mr. Chan Kai Ming,
Mr. Mok Ching Kong,	Mr. Fung Ping Shan,
Mr. Wong Yue Tong,	Mr. P. K. Kwok,
Mr. Chan Ching Shek,	Mr. Ng Chang Luk.

Chief Manager:—Kan Tong Po.
Assist. Manager:—Li Tse Fong.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 % per annum.
For 6 months at the rate of 4 % per annum.
For 12 months at the rate of 5 % per annum.

KAN TONG PO, Chief Manager.
[108

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 6%, respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LI,
Manager.
Hongkong, July 7th, 1919. [99

THE LEADER.



IN TURKISH CIGARETTES.

This advertisement is issued by British-American Tobacco Co., (China), Ltd.

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

Subscribed Capital ...	F. 150,000,000
Paid Up	F. 75,000,000
(1/3 of the Capital, i.e., subscribed by the Government of the Chinese Republic)	F. 25,000,000
Chairman of the Board of Directors	André Berthelot
General Manager	A. J. Pernotte

HEAD OFFICE:
14, Rue Saint-Lazare, PARIS.
BRANCHES:

Marseilles	Canton
Peking	Saigon
Shanghai	Haiphong
Tientsin	Yunnanfu
Hongkong	Vladivostock
Hanoi	Foochow

BANKERS:
In FRANCE: Société Général pour favoriser le Development du Commerce et de l'Industrie en France.
In LONDON: London County Westminster & Parr's Bank, Ltd.
London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchanges.
M. ROUET DE JOURNEL,
Manager.
Hongkong, December 11th, 1919. [53

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch St., London E.C.3

Capital Authorised & Subscribed	£1,500,000
Paid-up	750,000
Reserve Fund & Rest	785,700
Reserve Liability of shareholders	750,000

Bankers:
The Bank of England.
The London Joint City & Midland Bank, Ltd.

Branches:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

Hongkong Branch.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
C. L. SANDES,
Acting Manager.
7, Queen's Road Central,
Hongkong, December 13th 1919 [44

THE BANK OF CHINA
中國銀行

(Specially Authorised in China by Presidential Mandate of 22nd November, 1917.)

Authorised Capital	$60,000,000
Paid-up Capital	$12,378,800
Reserve Funds	$ 3,197,400

HEAD OFFICE:—PEKING.

BRANCHES AND SUB-BRANCHES.
(Peking): Haiting, Tungchow. (Norte): Miyun, Chohsien, Pahsien, Ninlansan. Hsuanhua. (Chihli): Tientsin, Paotingfu, Lutai, Tsinhsien, Sangfang, Shuntehfu, Tangshan, Taming, Cholufisien, Weinsien. (Manchuria): Changchun, Moukden, Kirin, Taitsihar, Newchang, Liaoyuanchow, Hebo, Hsinmingfu, Taonanfu, Harbin, Dalny, Antung, Tiehling, Chinghsien, Sifeng, Hulan, Suiwafu, Hailunfu, Ninguta, Kungchuling, Liaoyang, Fuyu, Yenchi, Kaipingsien (Hupeh): Hankow, Shasi, Ichang, (Hunan): Changsha, (Kiangsu): Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wusih, Huchowfu, Tungchow, South): Tsinkiangpo. (Shantung): Tsinan, Tsingtao, Chefoo, Tenghsien, Linteinhsien. (Shansi): Taiyuanfu, Yunsheng, Sinkianhsien, Tatungfu, (Honan): Kaifung, Chowkiakow, Hsuhsien, (Kwangtung): Hongkong, Canton, Swatow, Kiungchow. (Fukien): Foochow, Amoy, Hankong, Chuanchowfu, Changchowfu, Santuao. (Chekiang): Hanchow, Shaoshing, Huchowfu, Kashing, Wenchow, Ningpo, Lanchi, Yuyao, Haimen (Kiangsi): Nanchang, Kiukiang, Kanchowfu, Chintenchen, Chian. (Anhwei): Wuhu, Ankiang, Pangtow, Luchowfu, Tatung, Tungki, Luan. (Szechuen): (Kweichow): Kweiyangfu. (Shansi): Hanfu, Hangchungfu. (Suiyuan): Kweihwating, Pactowchen (Tsahar): Kalgan, Fengchen, (Urga): Urga, Hakiatao.

HONGKONG BRANCH.
Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking, business transacted. Loans granted on approved securities. Special facilities for Home Exchange.
TSUYEE PEI,
Manager.
Hongkong, May 15th, 1919. 84

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital	£2,000,000
Reserve Fund	£2,900,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
J. L. CROCKATT,
Manager.
Hongkong, January 3rd 1920. 52

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000, at 2/—	$15,000,000
Silver	$21,000,000
	$36,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:
J. A. Plummer, Esq.—Chairman.
Hon. Mr. E. V. D. Page—Deputy Chairman.
J. W. C. Bonnar, Esq. | P. H. Holyoak, Esq.
A. H. Compton, Esq. | Hon. Mr. J. Johnstone
S. H. Dodwell, Esq. | W. L. Pattenden, Esq.
C. S. Gubbay, Esq. | Ross Thomson, Esq.

Chief Manager:
Hongkong—N. J. Stabb, Esq.

Manager:
Shanghai—A. G. Stephen, Esq.

London Bankers:
London County and Westminster & Parr's Bank, Limited.

Hongkong Interest Allowed.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
On Fixed Deposits.
For 3 months, 2½ per cent. per annum
„ 6 „ 2¾ „ „ „ „
„ 12 „ 4 „ „ „ „
N. J. STABB,
Chief Manager.
Hongkong, December 4th, 1919. 8

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Capital	Frs. 48,000,000
Reserves	„ 50,000,000

BRANCHES AND AGENCIES.

Bangkok	Hongkong	Saigon
Battambang	Mongtse	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Vladivostock
Hanoi	Pondichery	

Bankers:
IN FRANCE: Comptoir Nationa d'Escompte de Paris; Credi Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial & Union Bank of England Ltd. Comptoir National d'Escompte de Paris; Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
L. BERINDOAGUE,
Manager.
Hongkong, December 1st, 1919. 76

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